

COPY

MONO COUNTY  
FINAL  
NOISE ELEMENT

November, 1981

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Robert W. Sandy, Director Mono County Planning Department  
P.O. Box 8, Bridgeport, California, 93517



RESOLUTION 81- 20

A RESOLUTION OF THE MONO COUNTY PLANNING COMMISSION ADOPTING FOR TRANSMITTAL TO THE BOARD OF SUPERVISORS A NOISE ELEMENT AND ENVIRONMENTAL IMPACT REPORT TO THE GENERAL PLAN AND FINDINGS THAT SAID ACTION WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

WHEREAS, the State of California mandates that all counties and cities shall prepare and adopt a Noise Element,

WHEREAS, Mono County in compliance with the General Plan extension granted by the State Office of Planning and Research has caused to be prepared documents entitle "Mono County Noise Element" and Environmental Impact Report, and

WHEREAS, the Planning Commission of the County of Mono did on the 24th day of September 1981, hold noticed and advertised public hearings to hear all testimony relevant to said plan,

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Mono does hereby approve and adopt the Noise Element and Environmental Impact Report as amended.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the County of Mono finds and determines that preparation and subsequent adoption thereof will not have a significant impact on the environment.

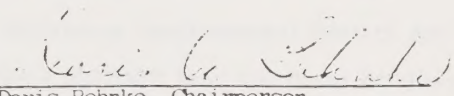
PASSED AND ADOPTED this 24th day of September 1981 for transmittal to the Board of Supervisors with a recommendation for adoption and findings that the preparation and subsequent adoption will not have a significant impact upon the environment.

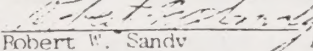
AYES: Chairperson Behnke, Commissioners Good, Fraser and Lemmon.

NOES:

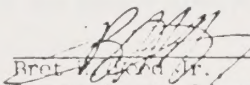
ABSTAIN:

ABSENT: Vacancy Dist. #4

  
Doris Behnke, Chairperson  
Mono County Planning Commission

ATTEST:   
Robert W. Sandv  
Executive Secretary

Approved As To Form:

  
Robert W. Sandv, Jr.  
Deputy County Counsel

Date: \_\_\_\_\_



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RESOLUTION NO. 81-200  
BOARD OF SUPERVISORS, COUNTY OF MONO

A RESOLUTION OF THE MONO COUNTY BOARD OF SUPERVISORS  
ADOPTING A COUNTY NOISE ELEMENT AND ENVIRONMENTAL  
IMPACT REPORT TO THE GENERAL PLAN AND FINDINGS THAT  
SAID ACTION WILL NOT HAVE A SIGNIFICANT EFFECT ON  
THE ENVIRONMENT.

WHEREAS, the State of California mandates that all counties and  
cities shall prepare and adopt a Noise Element which meets the requirements  
of California Government Code, Section 65302(r),

WHEREAS, Mono County in compliance with the General Plan extension  
granted by the State Office of Planning and Research has caused to be  
prepared documents entitled "Mono County Noise Element" and Environmental  
Impact Report, and

WHEREAS, the Mono County Planning Commission did on September 24,  
1981 adopt the Noise Element and Environmental Impact Report as amended for  
transmittal to the Board of Supervisors with a recommendation for adoption,  
and found that the preparation and subsequent adoption will not have a  
significant impact upon the environment, and

WHEREAS, the Board of Supervisors of the County of Mono did on the  
20th day of October 1981, hold noticed and advertised public hearings to  
hear all testimony relevant to said plan,

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the  
County of Mono does hereby certify that the Final Environmental Impact  
Report for the Noise Element, including all comments and responses was  
prepared in compliance with the California Environmental Quality Act,

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Board of Supervisors  
of the County of Mono does hereby approve and adopt the Noise Element and  
Environmental Impact Report as amended and determines that preparation and  
subsequent adoption thereof will not have a significant impact on the  
environment.

PASSED AND ADOPTED this 10th day of November,  
1981 by the following vote of said Board:

///



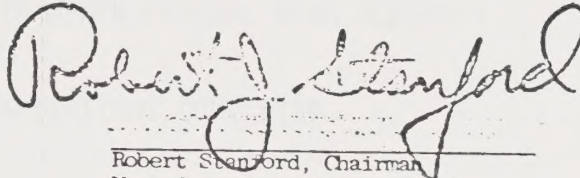
Resolution No. 81-200

1 AYES: Supervisors Jencks, Johnson, Maner, Reid, Stanford

2 NOES None

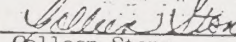
3 ABSTAIN None

4 ABSENT: None

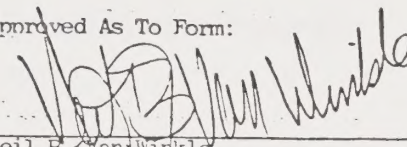


Robert Stanford, Chairman  
Mono County Board of Supervisors

5  
6  
7 Attest: Marjorie E. Peigne  
Clerk to the Board

8  
9 BY:   
Colleen Stone  
Deputy Board Clerk

Approved As To Form:

  
Neil R. Van Winkle  
County Counsel/Admin. Asst.

Dated: November 10, 1981



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d.	Bridgenort
e.	Lee Vining/Mono City
f.	June Lake Village
g.	East Down Canyon
h.	West Down Canyon
i.	Mammoth Lakes
j.	Long Valley
k.	McGee
l.	Hilton Creek
m.	Sunny Slopes
n.	Benton
o.	Hammil
p.	Chalfant

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APPENDIX A.	County Ordinance No. 79-478
APPENDIX B.	County Ordinance No. 79-479



## SECTION I

### INTRODUCTION

One factor that attracts tourists, second-home and permanent residents to the County is the quiet, rural atmosphere of much of the area. However as the County continues to grow, the noise level will also increase. Presently, noise pollution in the County is primarily the result of transportation related land uses including highways and airports. Additionally, intermittent, unacceptable noise levels occur within the County and are attributable to the following activities: construction; woodcutting; recreation (including snowmobiles, power boats and musical entertainment); snow removal etc.

The objective of the Noise Element is to establish standards for maximum desired noise levels and to control and abate noise levels in excess of these standards. In addition, areas within the county whose noise environments are deemed acceptable and locations considered to be "noise sensitive" (e.g. hospitals, schools, etc.) are to be protected. In order to accomplish its purpose this element will quantify noise exposure in terms of noise contours, identify the number of people exposed to various noise levels and recommend mitigating measures and possible solutions to existing and foreseeable noise problems. The end result of the Noise Element, and its implementation is the establishment of a noise compatible land use planning process.



## SECTION II

### GLOSSARY

Listed below are terms used in this Element.

A-Weighted Sound Level - A quantity, in decibels, that is measured with a standard sound level meter, operating on the A-weighted frequency scale. This A-weighting filter network de-emphasizes the very low and very high frequency components of sound in a manner similar to the response of the human ear.

Acoustical Analysis - A study prepared by a qualified noise analyst to determine noise contours for a specific site and propose mitigation measures to reduce noise impacts to a level of non-significance.

Ambient Noise Level - The background noise level at a given location (i.e. isolated, identifiable noise sources, such as airplanes and heavy trucks, are not taken into account).

Community Noise Equivalent Level (CNEL) - The average equivalent A-weighted sound level during a 24-hour period. Weighting factors are applied that place greater importance on evening sound levels (i.e. 5 decibels are added to noise events occurring between 7 P.M. and 10 P.M.) and even greater importance upon nighttime sound levels (i.e. 10 decibels are added to noise events occurring between 10 P.M. and 7 A.M.).

Day-Night Average Level ( $L_{dn}$ ) - Similar to the CNEL, the  $L_{dn}$  is also a measure of the average A-weighted sound level obtained during a 24 hour period. However, a weighting factor is only applied to nighttime sound levels (i.e. 10 decibels are added to noise events occurring between 10 P.M. and 7 A.M.).

Decibel (dB) - The unit for describing the amplitude of sound measured on a logarithmic scale.

Equal Noisiness Zones - Regions within the planning area which are delimited on the basis of general equivalent ambient noise levels.

Equivalent Energy Level ( $L_{eq}$ ) - The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period (e.g. 30 minutes, 1 hour, etc.)

Intrusive Noise - That noise which intrudes over and above the existing ambient noise at a given location.

Noise Contours - A line passing through points where the same sound intensity level prevails contours form bands of varying width emanating from a noise source.

Noise Sensitive Land Uses - Land Uses which are particularly sensitive to excessive noise levels such as schools, hospitals etc.



Noise Wall - A noise barrier massive enough to prevent significant noise transmissions through it and high enough to shield the receiver from the noise source.



## SECTION III

### DESCRIPTION OF COUNTY NOISE ENVIRONMENT

The first phase in the preparation of a noise element is to adequately define the existing and future county noise environment. Assessing the frequency and severity of noise complaints is one approach to the description of the county noise environment. Although there are several agencies in Mono County who receive noise complaints, the Sheriff's Department is the primary recipient. In addition, the Sheriff's Department is responsible for the enforcement of Ordinance 79-478 (see Appendix A), which addresses the regulation of excessive noise. Commonly reported complaints include loud music, noisy private parties and late night or early morning construction activity. Some of the complaints received such as barking dogs and noisy snow removal equipment are referred to the appropriate local agency (i.e. Animal Control and Public Works). In this sense the Sheriff's Department is serving as the coordinanting agency for noise control activities in Mono County. It should be pointed out that the complaints received are few in number and intermittent in nature, indicating a lack of ongoing, serious, noise problems in the area. This information is reinforced by the fact that noise sensitive receptors such as the local schools and hospitals are not experiencing excessive exposure to noise.

The major sources of noise in Mono County are transportation - related, including highways and airports (see Figure I a-p). State Route 6, 158, 182, 203 and U.S. 395 bisect numerous communities throughout the County. These highways are considered low-volume with less than 20,000 vehicles/day. Furthermore, most of the land uses adjacent to the major thoroughfares in the County are non-residential in type. Excentions are two primary arterials, which traverse relatively dense residential zones in the Mammoth Lakes area. There are also a limited number of minor aviation facilities in Mono County. The Bridgeport (Brvant Field)



and Lee Vining Airports are general aviation, non-commercial facilities with an average of less than 25 operations per day. A larger number of private aircraft and a small commercial turboprop operate out of the Mammoth/June Lake Airport for a total of 103 mean day operations. Additionally, there are several helipads in Mono County, at such locations as the Mammoth and Bridgeport hospitals. A few noise generating industrial sites, including batch plants and wood lots are operating in Mono County. Potential intrusive noise impacts are largely mitigated by the fact that batch plants are either situated within an industrial district or on public land; and woodlots, although allowed in commercial zones along with high density residential uses, are subject to a use permit, which imposes conditions of operation. Heavy recreational usage in the County is another source of noise emissions. Numerous recreational vehicles and motorcycles, as well as snow mobiles and motor boats, adversely impact the County noise environment. It should be noted that there are no railroads traversing Mono County. Operations activity for the major noise sources in the County are further described in Table I.

Noise sensitive receptors are either located along secondary roadways or are situated on parcels which are adjacent to major thoroughfares, but are large enough to provide adequate setbacks from the travelled way. In addition, the Hoover, Minaret and John Muir Wilderness Areas and the Hall Natural Area, all of which are situated along the western boundary of the County, as well as the "roadless areas" designated within the Inyo and Toiyabe National Forests and the Bodie State Historic Park, are all sensitive to excessive noise exposure.



TABLE I  
OPERATIONS ACTIVITY  
EXISTING AND PROJECTED

A. AVERAGE DAILY LEVEL OF ACTIVITY

1. Average Daily Traffic (A.D.T.)

<u>Route</u>	<u>1979</u>	<u>1990* Caltrans Projec.</u>	<u>Percentage Increase</u>
U.S. 395 N/o Junct. W/S.R. 108 (Antelope Valley)	3600	5842	62%
U.S. 395 Junct. S.R. 108 (Bridgeport Valley)	3000	4869	62%
U.S. 395 Junct. S.R. 167 (Mono City)	700	1136	62%
U.S. 395 N/o No. Limits (Lee Vining)	3600	5842	62%
U.S. 395 W/o So. Junct. 158 (June Lake)	2250	3651	62%
S.R. 203 Junct. W/Minaret (Mammoth Lakes)	11,400	14,175	24%
U.S. 395 S/o Casa Diablo (Long Valley)	4900	7952	62%
S.R. 6 S/o Junct. W/S.R. 120 (Benton/Hammil)	1900	2362	24%
S.R. 6 N/o Laws (Chalfant)	2000	2487	24%

\* Assumes a 4.5% / year increase for U.S. 395, 2% for all other routes.

2. Flights Per Day (Mean Day Operations)

	<u>1980</u>	<u>1990 Master Plan Projec.</u>	<u>Percentage Increase</u>
Bryant Field (Bridgeport) Lee Vining Airport *	25	30	20%
Mammoth Lakes/June Lake Airport	103	142	38%

\* No statistics are available on Lee Vining Airport. Since Lee Vining is similar in operation to Bryant Field, the Bryant Field statistics are being used to represent both facilities.

TABLE I  
OPERATIONS ACTIVITY  
EXISTING AND PROJECTED

B. DISTRIBUTION OF ACTIVITY

1. Peak Hour Traffic

<u>Route</u>	<u>1979</u>	<u>1990* Caltrans Projec.</u>	<u>Percentage Increase</u>
U.S. 395 N/o Junct. W/S.R. 108 (Antelope Valley)	970	1574	62%
U.S. 395 Junct. S.R. 108 (Bridgenort Valley)	650	1055	62%
U.S. 395 Junct. S.R. 167 (Mono City)	180	292	62%
U.S. 395 N/o No. Limits (Lee Vining)	980	1590	62%
U.S. 395 W/o So. Junct. 158 (June Lake)	480	779	62%
S.R. 203 Junct. W/Minaret (Mammoth Lakes)	1786	2221**	24%
U.S. 395 S/o Casa Diablo (Long Valley)	860	1396	62%
S.R. 6 S/o Junct. W/S.R. 120 (Benton/Hammil)	420	522	24%
S.R. 6 N/o Laws (Chalfant)	400	497	24%

\* Assumes a 4.5%/year increase for U.S. 395, 2% for all other routes.

\*\* Subject to modification after the completion of highway improvement projects.

2. Busy Hour Aircraft Operation

	<u>1980</u>	<u>1990 Master Plan Projec.</u>	<u>Percentage Increase</u>
Bryant Field/Lee Vining Airport (98% day 1% evening, 1% night)	9	11	22%
Mammoth Lakes/June Lake Airpoty (90% day, 5% evening, 5% night)	28	39	39%

TABLE I  
OPERATIONS ACTIVITY  
EXISTING AND PROJECTED

C. AVERAGE NOISE LEVEL EMITTED (in dB)

<u>From 50 Feet</u>		<u>From 1000 Feet</u>	
Automobile		Aircraft	
Standard Sedan	64-76	Single engine prop	72-85
Compact	70-80	Multi engine prop	75-86
Sports car	70-87	Commercial prop	79-87
Pick up truck	70-85	Executive jet	84-95
2-3 axle truck	80-89	Turbine light	69
4-5 axle truck	85-95	utility helicopter	
Bus	70-87		
Motorcycle			
≤350cc	64-85		
>350cc	74-95		
trail bike	80-105		
Snowmobile	70-105		
Outboard Power boat	65-90		
Inboard power boat	75-105		
Chainsaw	72-82		

Source: CA Transportation Plan Issue Paper II, Part III, Noise 7/76

TABLE I  
OPERATIONS ACTIVITY  
EXISTING AND PROJECTED  
D. COMPOSITION OF NOISE SOURCES

1. % Trucks (1979-1990)

<u>Route</u>	<u>4 &amp; 5 Axle</u>	<u>Total</u>
U.S. 395 N/o Junct. W/S.R. 108 (Antelope Valley)	2.3%	5%
U.S. 395 Junct. S.R. 108 (Bridgeport Valley)	3.6%	6.6%
U.S. 395 Junct. S.R. 167 (Mono City)	3.4%	6.8%
U.S. 395 N/o No.Limits (Lee Vining)	3.4%	6.8%
U.S. 395 W/o So. Junct. 158 (June Lake)	1.1%	12.7%
S.P. 203 Junct. W/Minaret (Mammoth Lakes)	1.5%	6.9%
U.S. 395 S/o Casa Diablo (Long Valley)	4.1%	5.7%
S.R. 6 S/o Junct. W/ S.P. 120 (Benton/Hammil)	15.1%	19.3%
S.R. 6 N/o Laws (Chalfant)	15.1%	19.3%

TABLE I  
OPERATIONS ACTIVITY  
EXISTING AND PROJECTED

D. COMPOSITION OF NOISE SOURCES

2. Aircraft Fleet Mix (# of operations)

	<u>1980</u>	<u>1990 Master Plan Projec.</u>	<u>Percentage Increase</u>
Bryant Field/Lee Vining Airport			
Single engine prop	6400	8000	25%
Multi-engine prop	2100	2300	9.5%
Helicopter	500	700	40%
Total	9000	11,000	22%
Mammoth Lakes/June Lake Airport			
Single engine prop	24,000	33,000	38%
Multi-engine prop	8,000	11,000	38%
Executive jet	-	800	800%
Commercial			
Small turboprop	5400	2600	-52%
Large turboprop	-	4300	4300%
Electra jet	-	(in 1995)	-
Total	37,400	51,700	38%

In order to adequately define the County Noise environment, State Noise Element guidelines require the quantification of noise exposure levels to be presented in terms of day-night average level ( $L_{dn}$ ) noise contours. Due to the unreliability of modeling techniques for low volume roadways, staff proceeded to conduct a noise monitoring field survey for each of the community areas within the County. During the Fall of 1980 and the Winter and Spring of 1981, a community noise analyzer was leased from the U.S. Environmental Protection Agency to accomplish this task. Approximately thirty noise monitoring sites, located throughout the County were selected. Noise sensitive land uses as well as several key sites along major thoroughfares, were each monitored for three consecutive 8 hour periods (i.e. early: 6 A.M. to 2 P.M., mid-day 2 P.M. to 10 P.M. and late 10 P.M. to 6 A.M.). All other locations were monitored for three 30 minute periods during the early part of the day, mid-day and late in the day. The equivalent energy level ( $L_{eq}$ ) for each period was computed by the Community Noise Analyzer. The  $L_{dn}$  was then calculated using the Sound Exposure Level (SEL) program and plugging in the  $L_{eq}$  readings as follows:

X= 6 A.M. - 2 P.M.

Y= 2 P.M. - 10 P.M.

Z= 10 P.M. - 6 A.M.

$$L_{dn} = 7 L_{eq} (X) + 8 L_{eq} (Y) + 9 L_{eq} (Z + 10)$$

The results of the noise survey are on file at the Mono County Planning Department. Once the  $L_{dn}$  for each location was calculated, that information was plotted on community scale maps and adjusted to represent the 60  $L_{dn}$ , 65  $L_{dn}$  and where applicable the 70  $L_{dn}$  noise contours using the alteration curve based upon the Federal Highway Administration's Highway Traffic

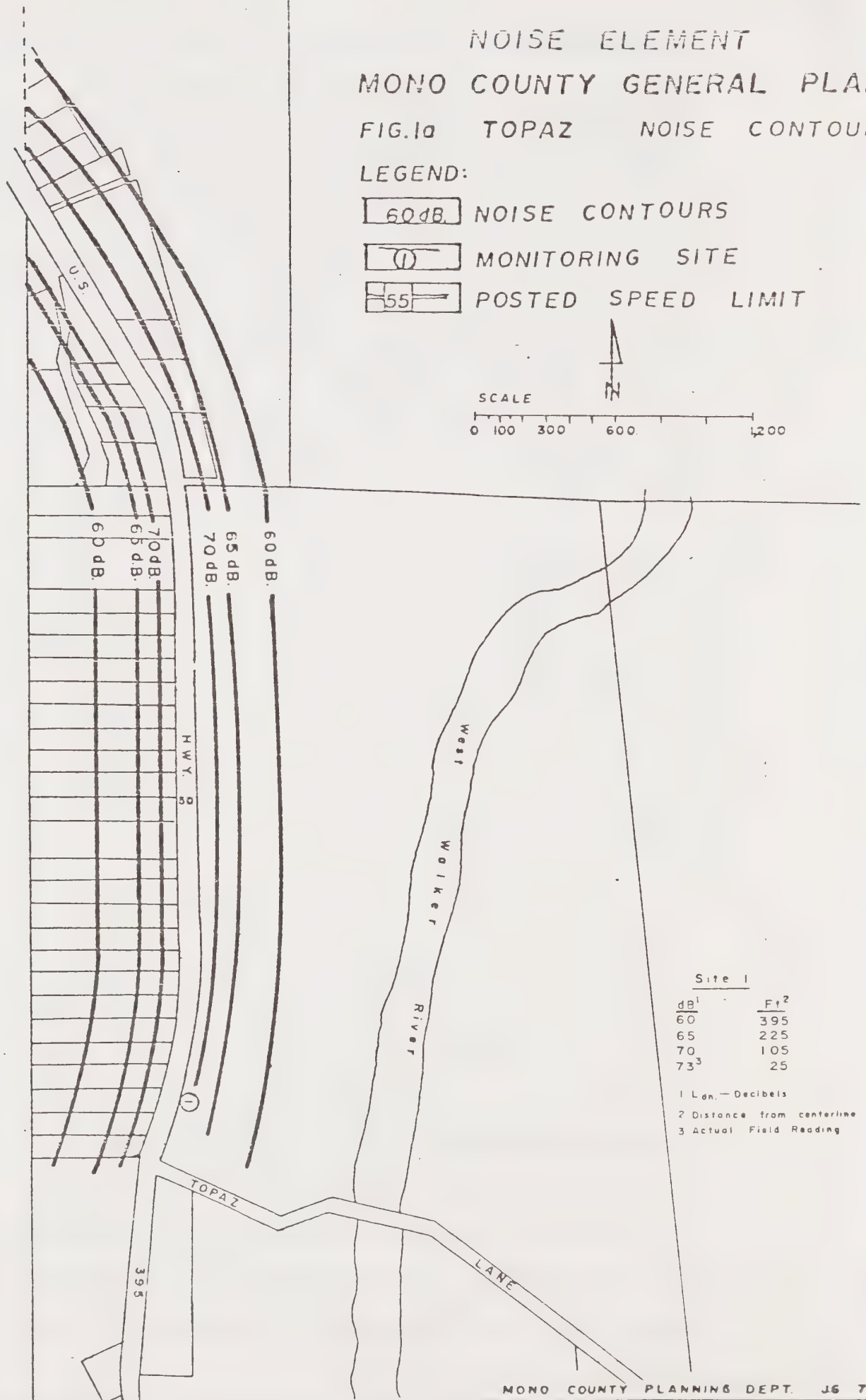
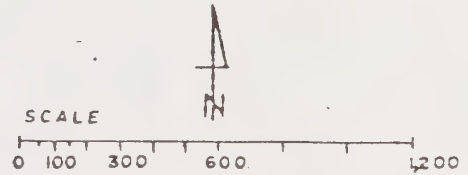
Noise Prediction Model (i.e. RD-77-108 for "infinite" roadways).

As illustrated in Figures I a-n, with the exception of 3 sites located in the Antelope Valley, 1 in the vicinity of Mammoth Lakes and 1 in the Benton/Hammil/Chalfant area, the 60 dB contours in Mono County are generally within 300 feet of the travelled way. Table II indicates that presently about 1800 residents live within the 60 dB contour, the bulk of which reside in the Antelope Valley and the Mammoth Lakes area. The residential dwellings within these noise impacted areas fall under the noise insulation provisions of the State Administrative Code (Title 25) and the Uniform Building Code (Appendix Chapter 35). Although noise sensitive land uses (e.g. schools, hospitals) throughout the County are located on parcels impacted by the 60 dB contour, these sensitive land use activities are setback far enough from the travelled way to avoid direct impaction. Furthermore, most of these noise sensitive land uses create noise impacts of their own including noise emanating from school buses, ambulances, etc.

Future noise emissions will be determined by increases in the operational activity and expansion of existing noise sources. Table I indicates an expected increase in traffic volumes between 1979 and 1990 of 62% along U.S. 395 and 24% along other highway routes. Aircraft operations are generally projected to increase approximately 22% for the Bridgport and Lee Vining Airports and 38% for the Mammoth Lakes/June Lake Airport. A 62% increase in operational activity is only expected to produce an increase of 2 dB ( $10 \log 1/.62$ ) and an increase of 22-38% would result in a 1 dB increase. Since noise readings are

# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG. 1a TOPAZ NOISE CONTOUR LEGEND:

- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



Site 1

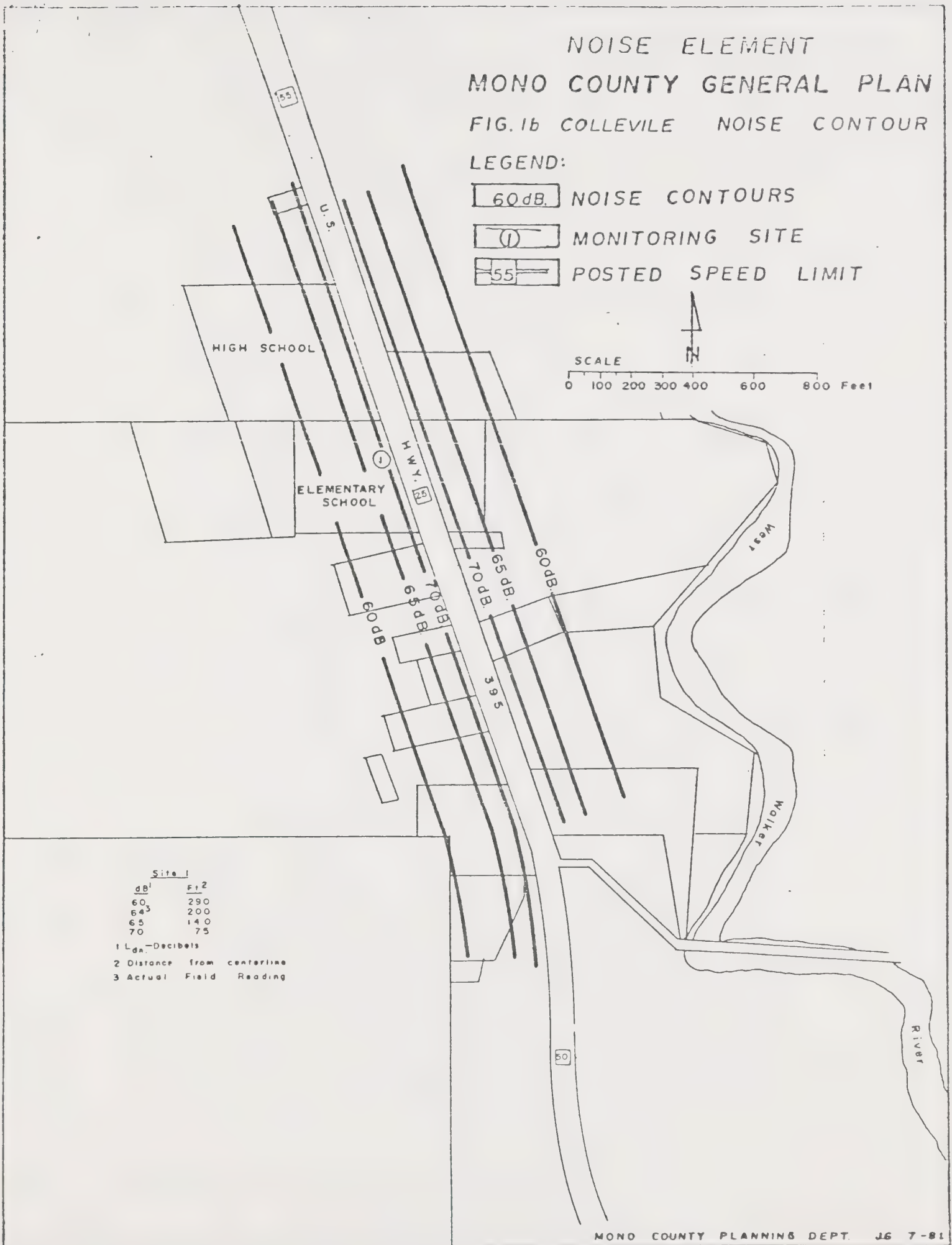
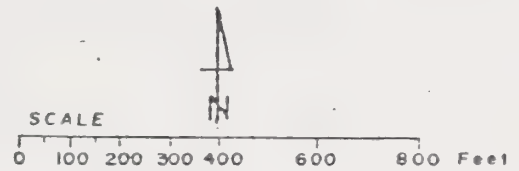
dB <sup>1</sup>	ft <sup>2</sup>
60	395
65	225
70	105
73 <sup>3</sup>	25

- 1 Ldn. — Decibels
- 2 Distance from centerline
- 3 Actual Field Reading

# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG. 1b COLLEVILLE NOISE CONTOUR

## LEGEND:

- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



Site 1	
dB <sup>1</sup>	ft <sup>2</sup>
60	290
64 <sup>3</sup>	200
65	140
70	75

1 L<sub>dn</sub>—Decibels  
2 Distance from centerline  
3 Actual Field Reading

MONO COUNTY GENERAL PLAN

FIG. 1c WALKER NOISE CONTOURS

SITE 1	
$d_B^1$	$F_1^2$
60	400
65	200
70	110
73	30 <sup>3</sup>

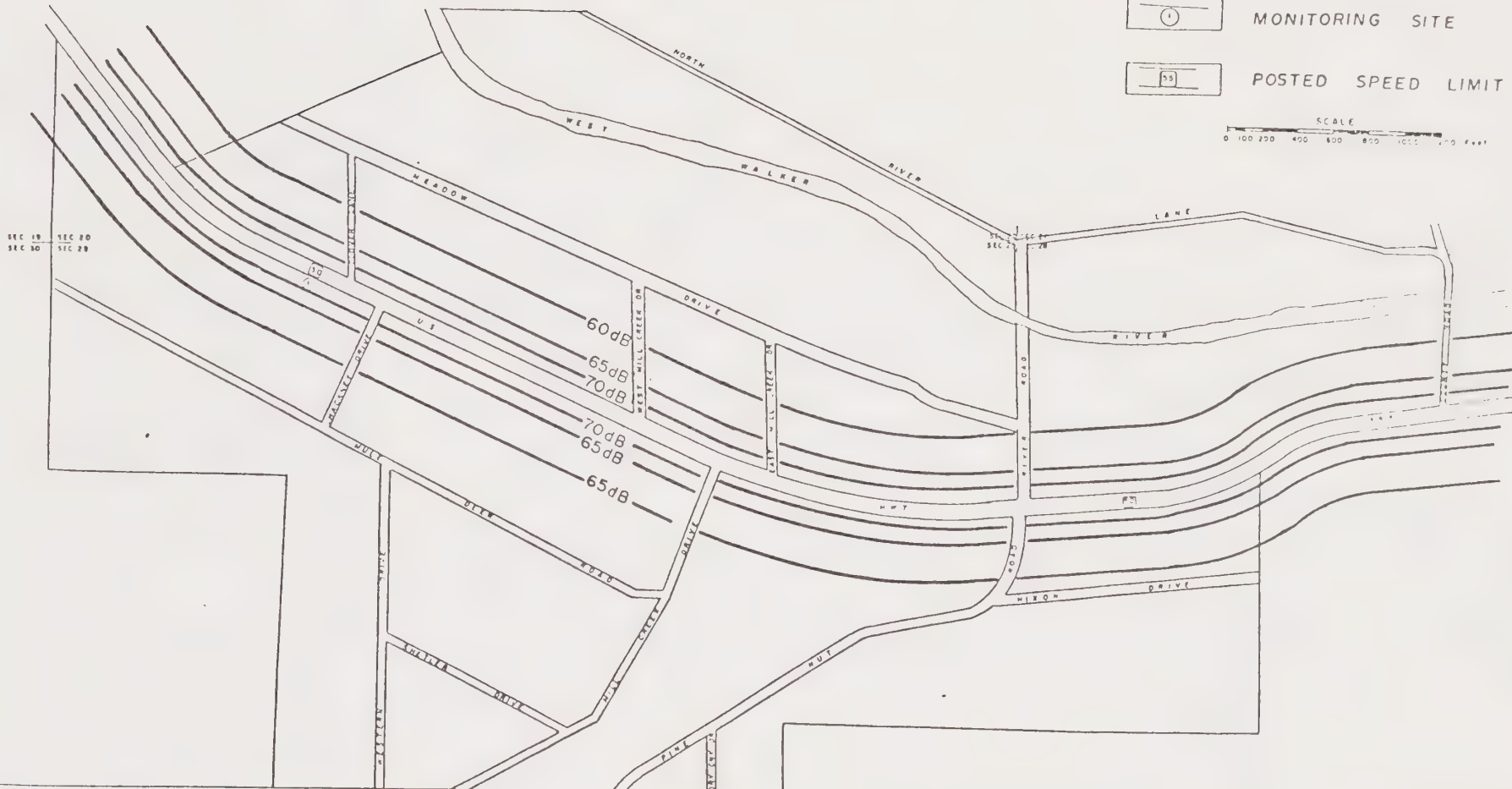
1  $d_B$ — Decibels  
 2 Distance from centerline  
 3 Actual Field Reading

LEGEND:

**-60dB-** NOISE CONTOURS

 MONITORING SITE

 POSTED SPEED LIMIT

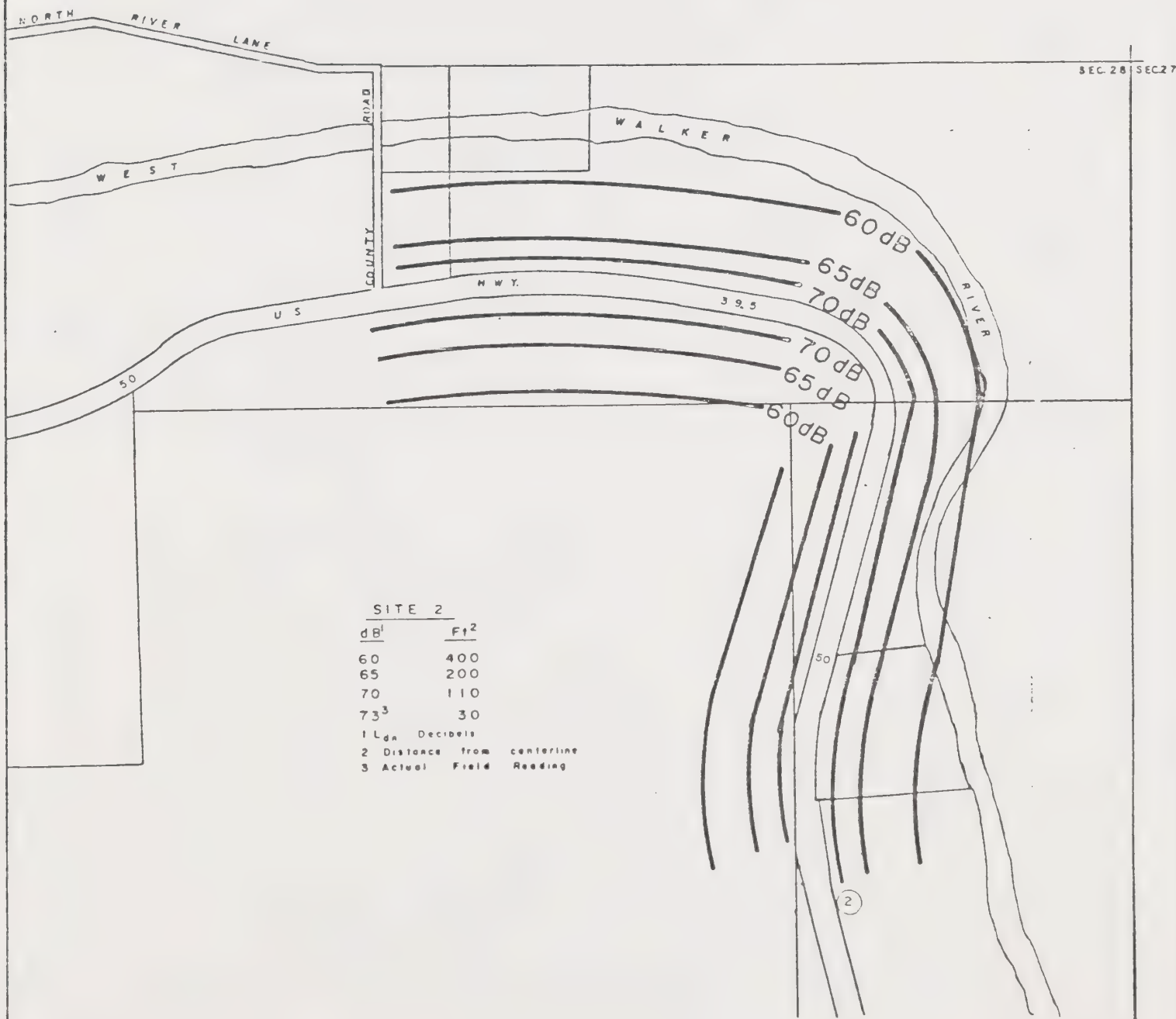
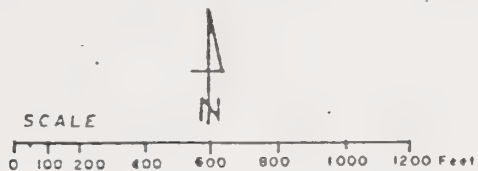


MONROE COUNTY PLANNING DEPARTMENT JPB 7-01

# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG.1c WALKER NOISE CONTOUR

LEGEND:

- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



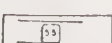


SITE 2	
dB <sup>1</sup>	Feet <sup>2</sup>
60	400
65	200
70	110
73 <sup>3</sup>	30
1 L <sub>dn</sub> Decibels	
2 Distance from centerline	
3 Actual Field Reading	

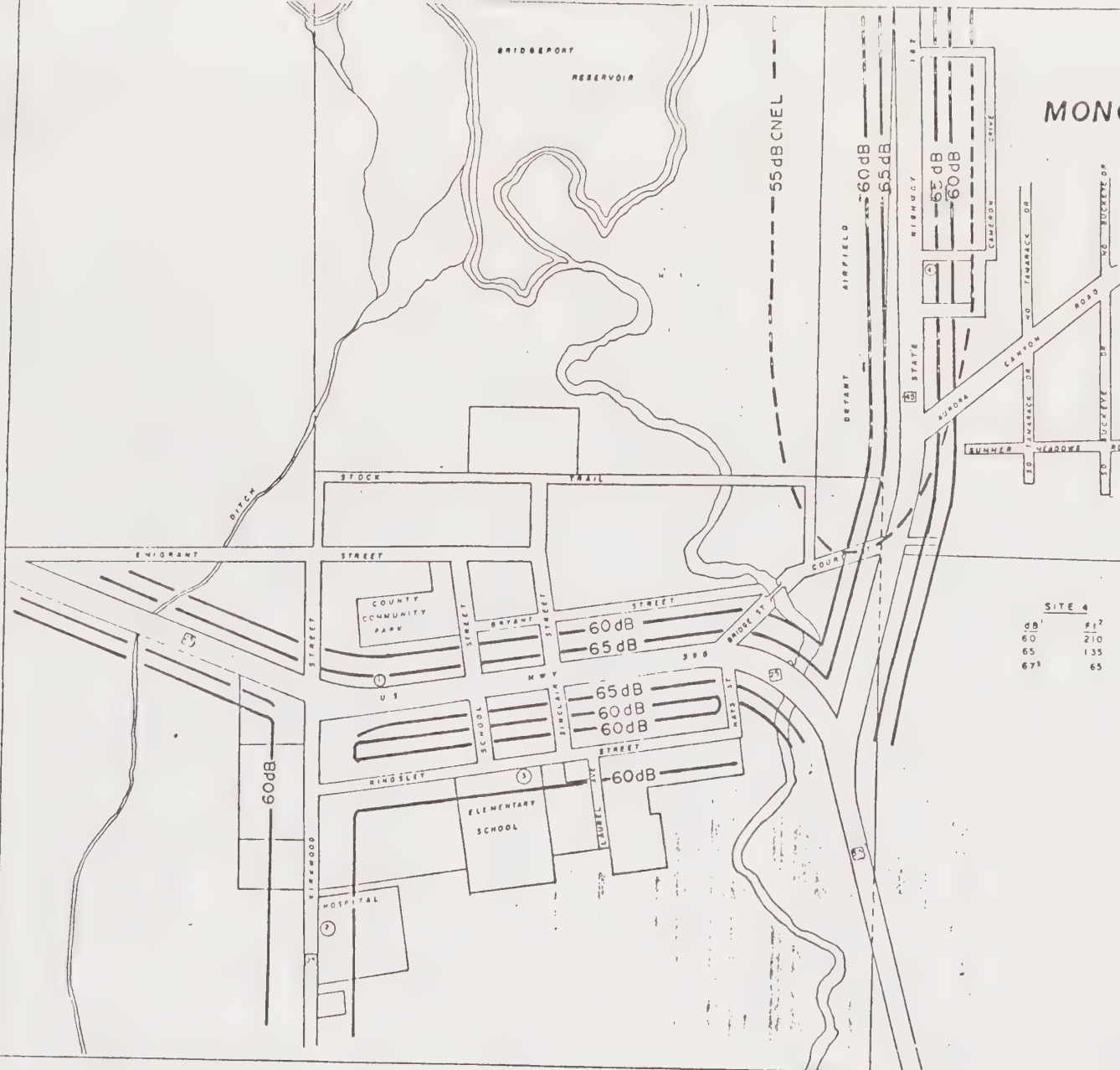
# NOISE ELEMENT MONO COUNTY GENERAL PLAN

FIG.1d BRIDGEPORT NOISE CONTOURS

## LEGEND

-  NOISE CONTOURS
-  MONITORING SITE
-  POSTED SPEED LIMIT

SCALE 1"=800'

SITE 4	
dB	F1 <sup>2</sup>
60	210
65	135
67 <sup>3</sup>	65

SITE 1	
dB	F1 <sup>2</sup>
60	185
65	110
67 <sup>3</sup>	40

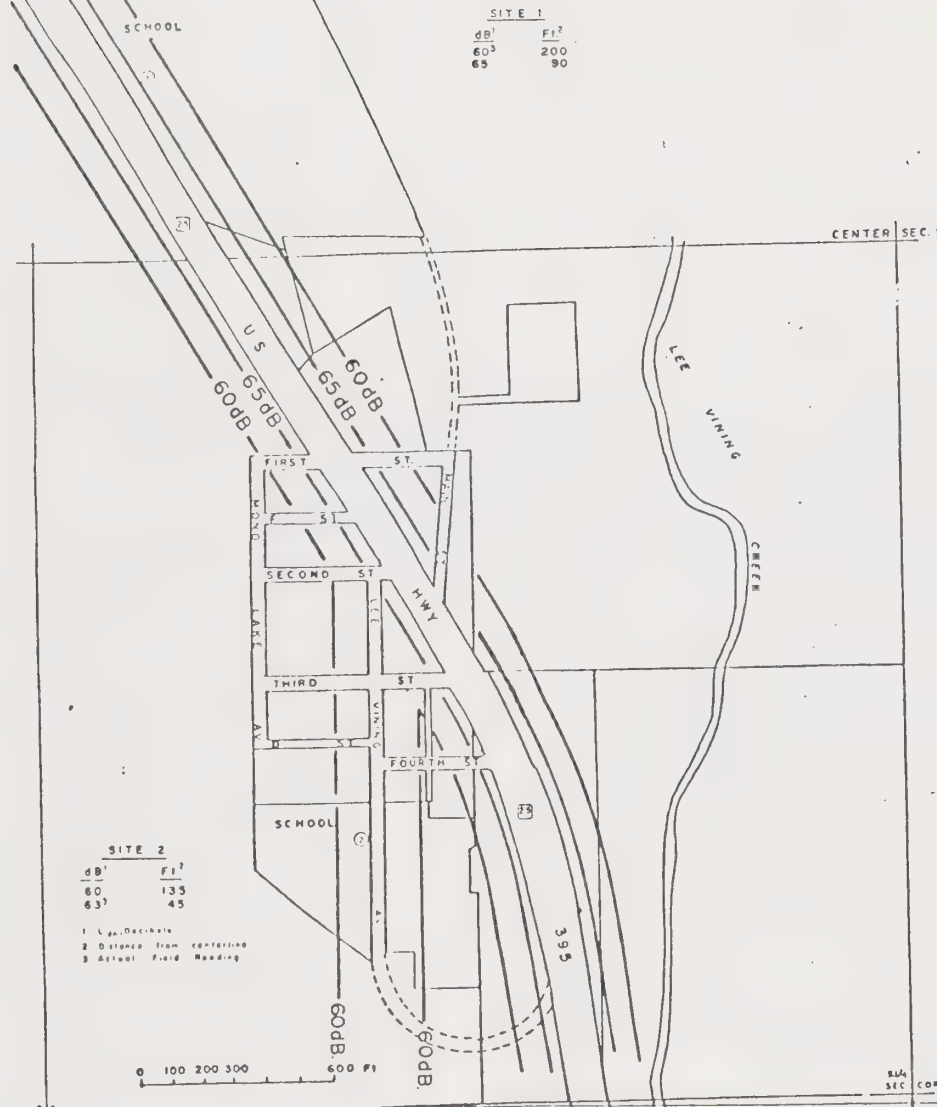
SITE 3	
dB	F1 <sup>2</sup>
60	115
62 <sup>3</sup>	45

SITE 2	
dB	F1 <sup>2</sup>
58 <sup>3</sup>	129
60	199

- 1 Leq Decibels
- 2 Distance from centerline
- 3 Actual Field Reading

# NOISE ELEMENT MONO COUNTY GENERAL PLAN

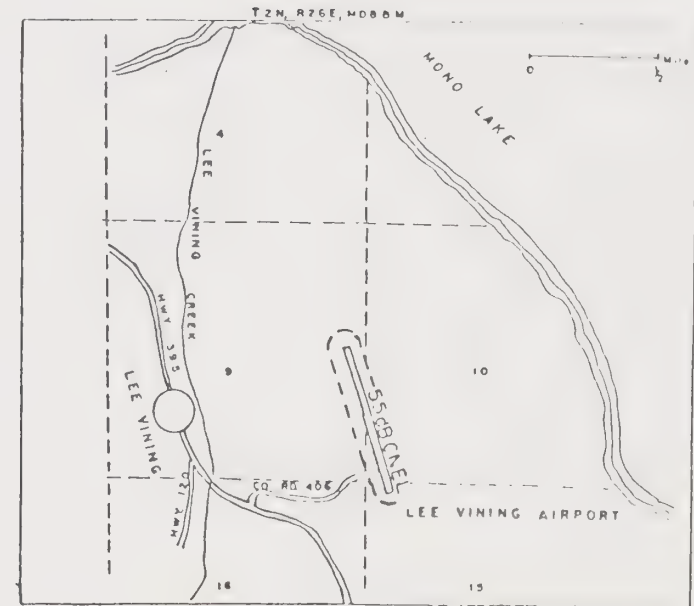
FIG.1e LEE VINING NOISE CONTOURS



## LEGEND

- 60dB NOISE CONTOURS
- MONITORING SITE
- POSTED SPEED LIMIT

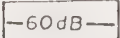
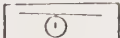
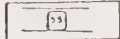
SCALE AS SHOWN



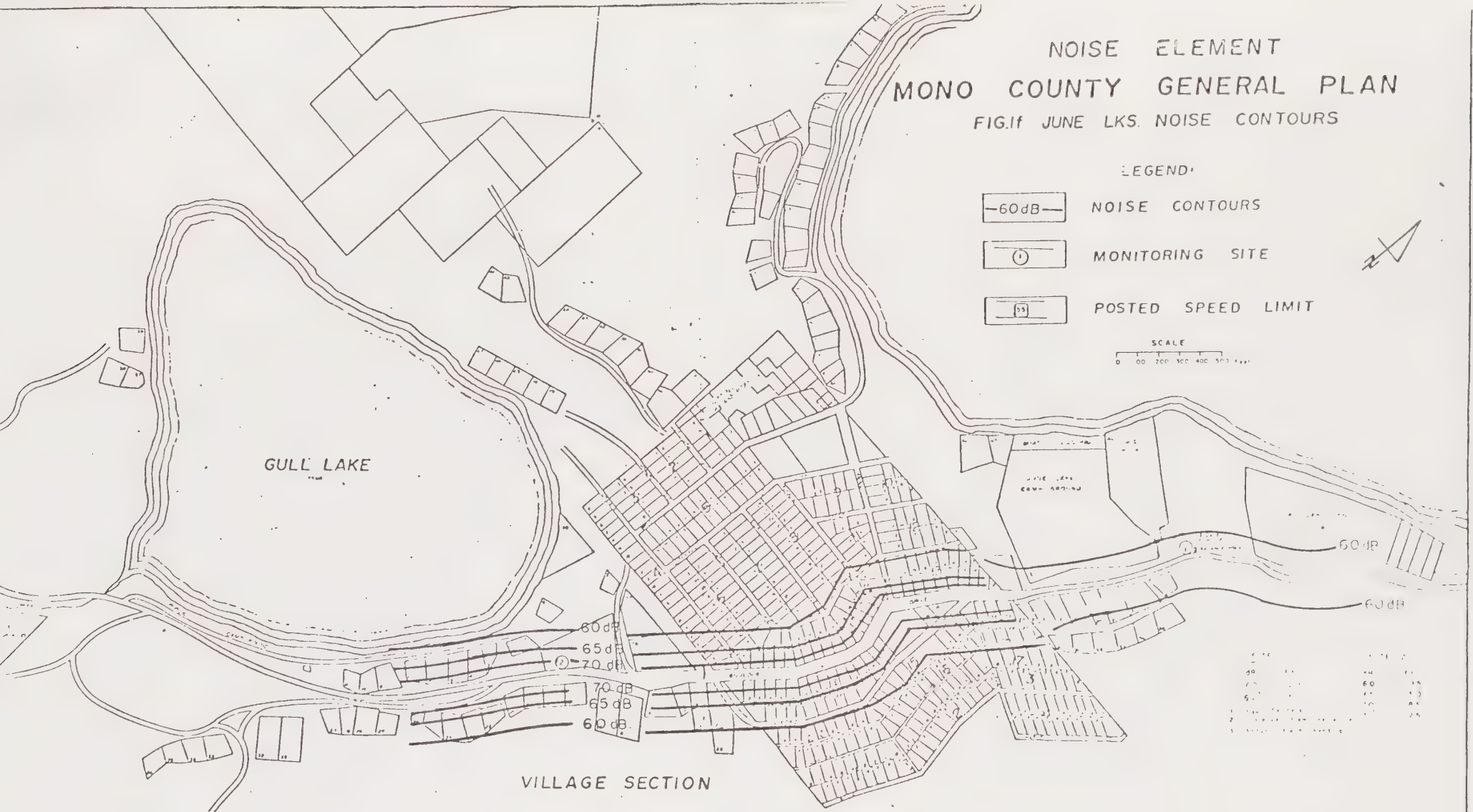
# NOISE ELEMENT MONO COUNTY GENERAL PLAN

FIG.1f JUNE LKS. NOISE CONTOURS

## LEGEND

-  NOISE CONTOURS
-  MONITORING SITE
-  POSTED SPEED LIMIT

SCALE  
0 100 200 300 400 500 FEET

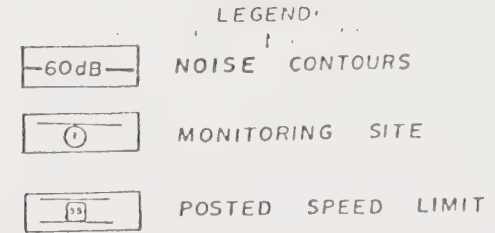


NOISE LEVEL (dB)	AREA (ACRES)
60	1.1
65	1.3
70	1.5
75	2.5

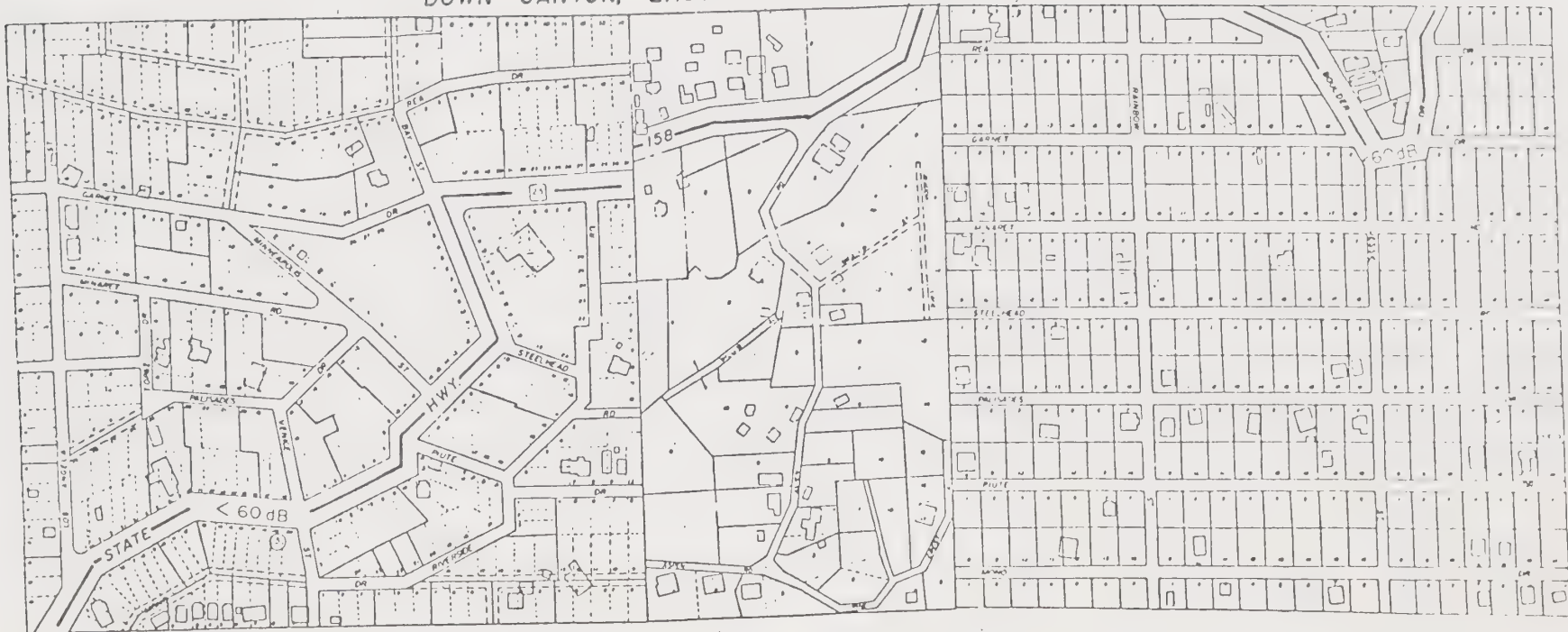
# NOISE ELEMENT MONO COUNTY GENERAL PLAN

FIG.1g JUNE LKS. NOISE CONTOURS

SITE 3  
dB<sup>1</sup> Ft<sup>2</sup>  
61<sup>3</sup> 25  
1 L<sub>eq</sub> - Decibels  
2 Distance from centerline  
3 Actual Field Reading



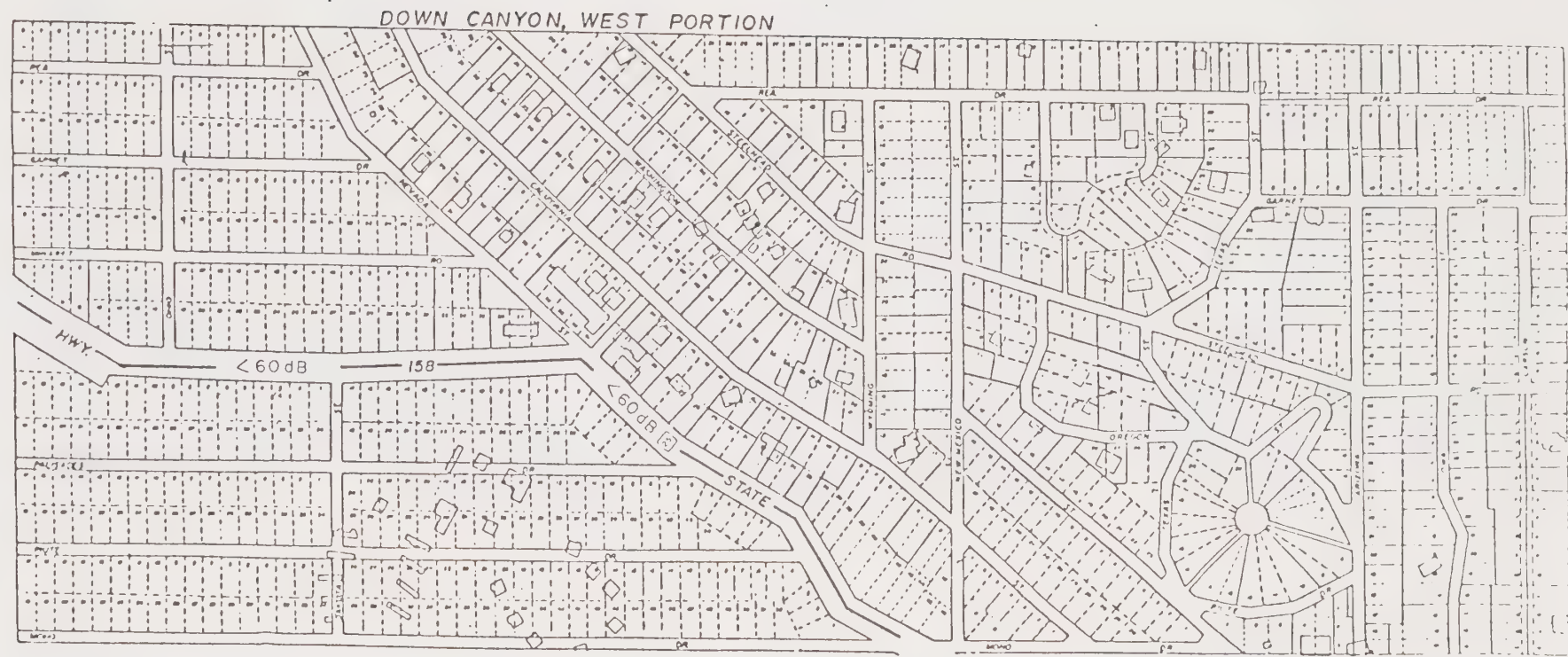
## DOWN CANYON, EAST PORTION



# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG. 1h JUNE LKS. NOISE CONTOURS

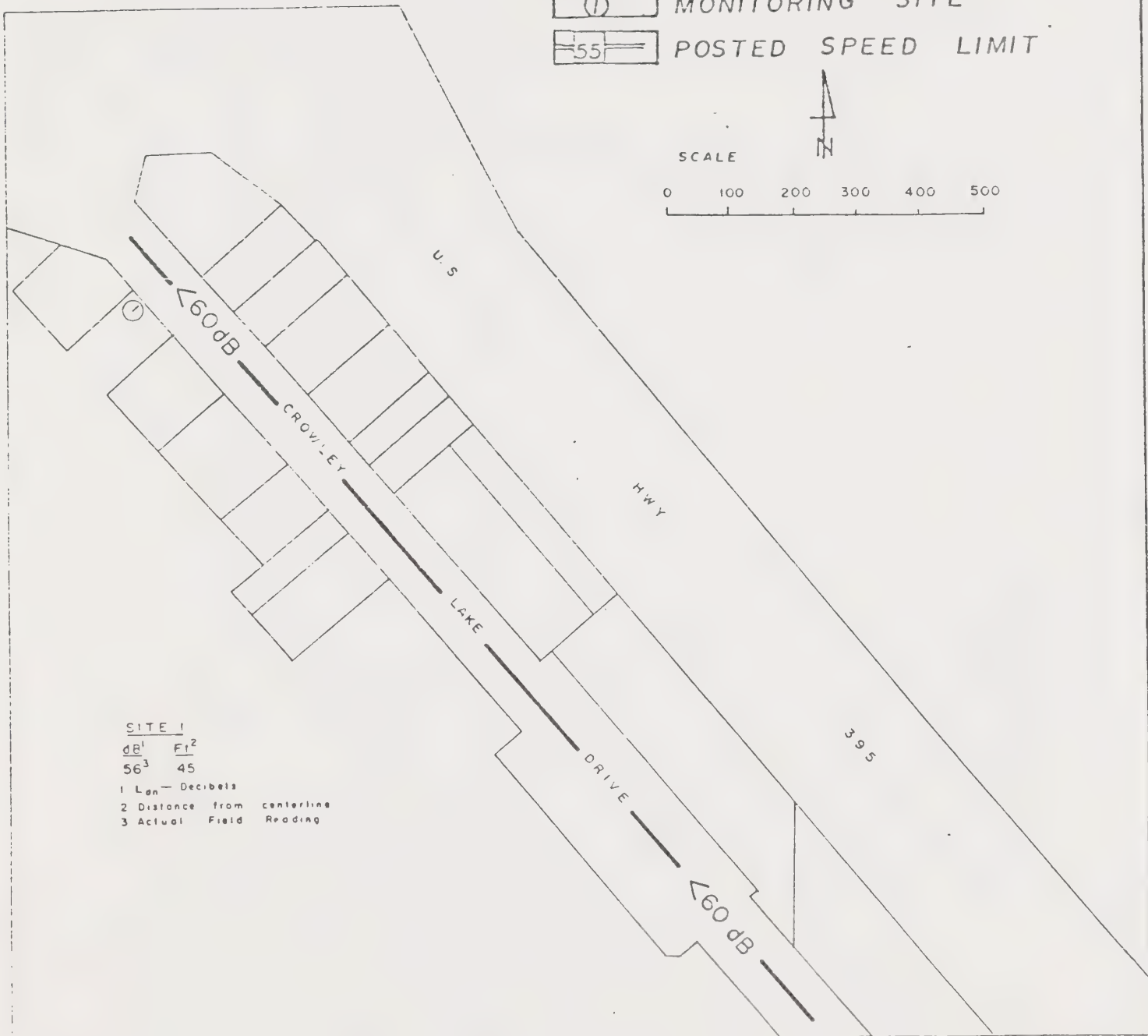
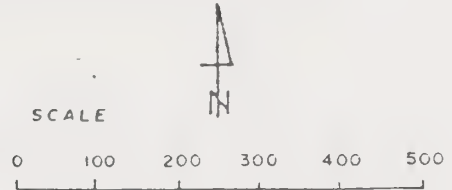
**SITE 4**  
 $\frac{dB^1}{53.3} \quad \frac{F1^2}{45}$   
 1 L<sub>eq</sub> Decibels  
 2 Distance from centerline  
 3 Actual Field Reading

- LEGEND:**
- 60dB- NOISE CONTOURS
  - ① MONITORING SITE
  - 55 POSTED SPEED LIMIT



# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG.1j LONG VALLEY NOISE CONTOUR LEGEND:

- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



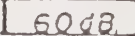


SITE 1	
dB <sup>1</sup>	FI <sup>2</sup>
56 <sup>3</sup>	45

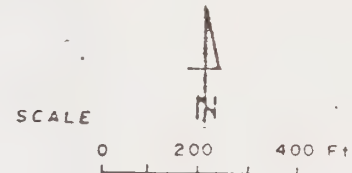
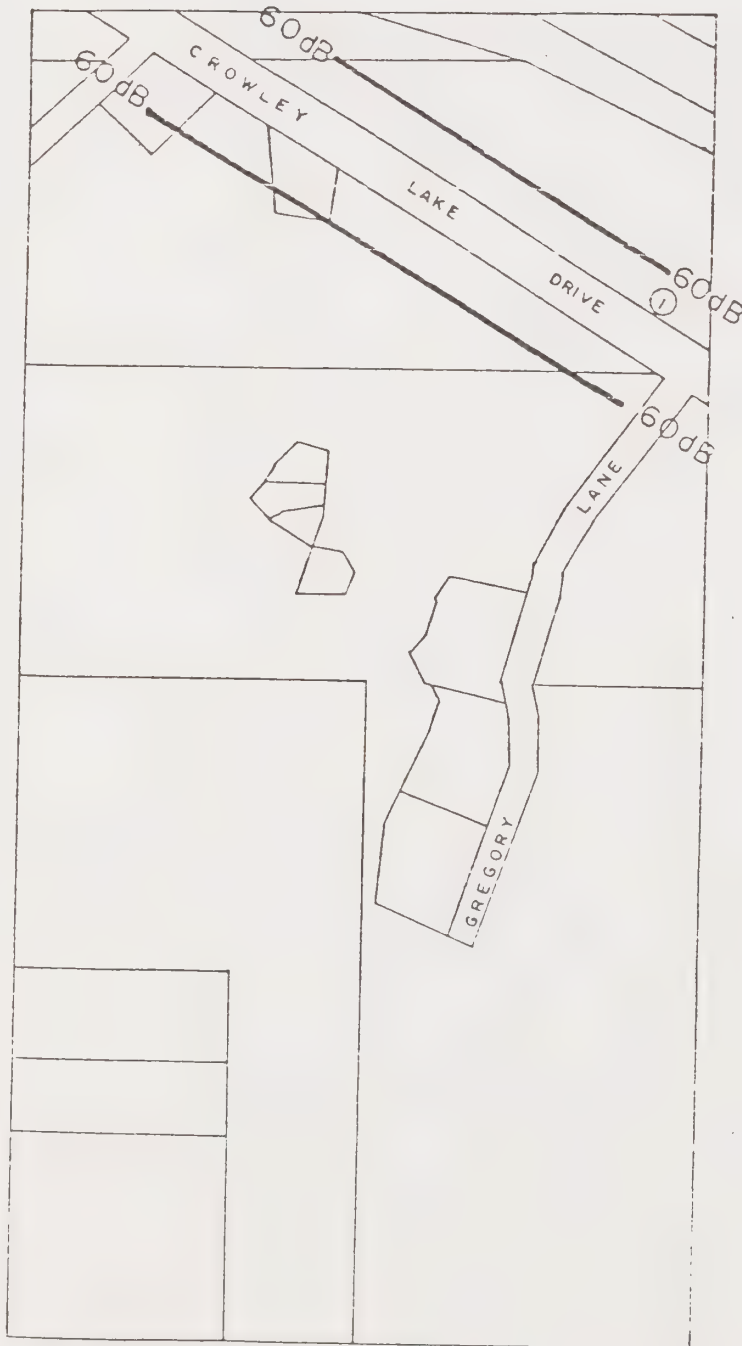
- 1 Ldn - Decibels
- 2 Distance from centerline
- 3 Actual Field Reading

# NOISE ELEMENT MONO COUNTY GENERAL PLAN

FIG.1k Mc GEE CREEK NOISE CONTOUR

LEGEND:

-  NOISE CONTOURS
-  MONITORING SITE
-  POSTED SPEED LIMIT



## SITE 1

dB <sup>1</sup>	Fl <sup>2</sup>
60	155
66 <sup>3</sup>	30

1 L<sub>dn</sub>-Decibels

2 Distance from centerline

3 Actual Field Reading

# NOISE ELEMENT MONO COUNTY GENERAL PLAN

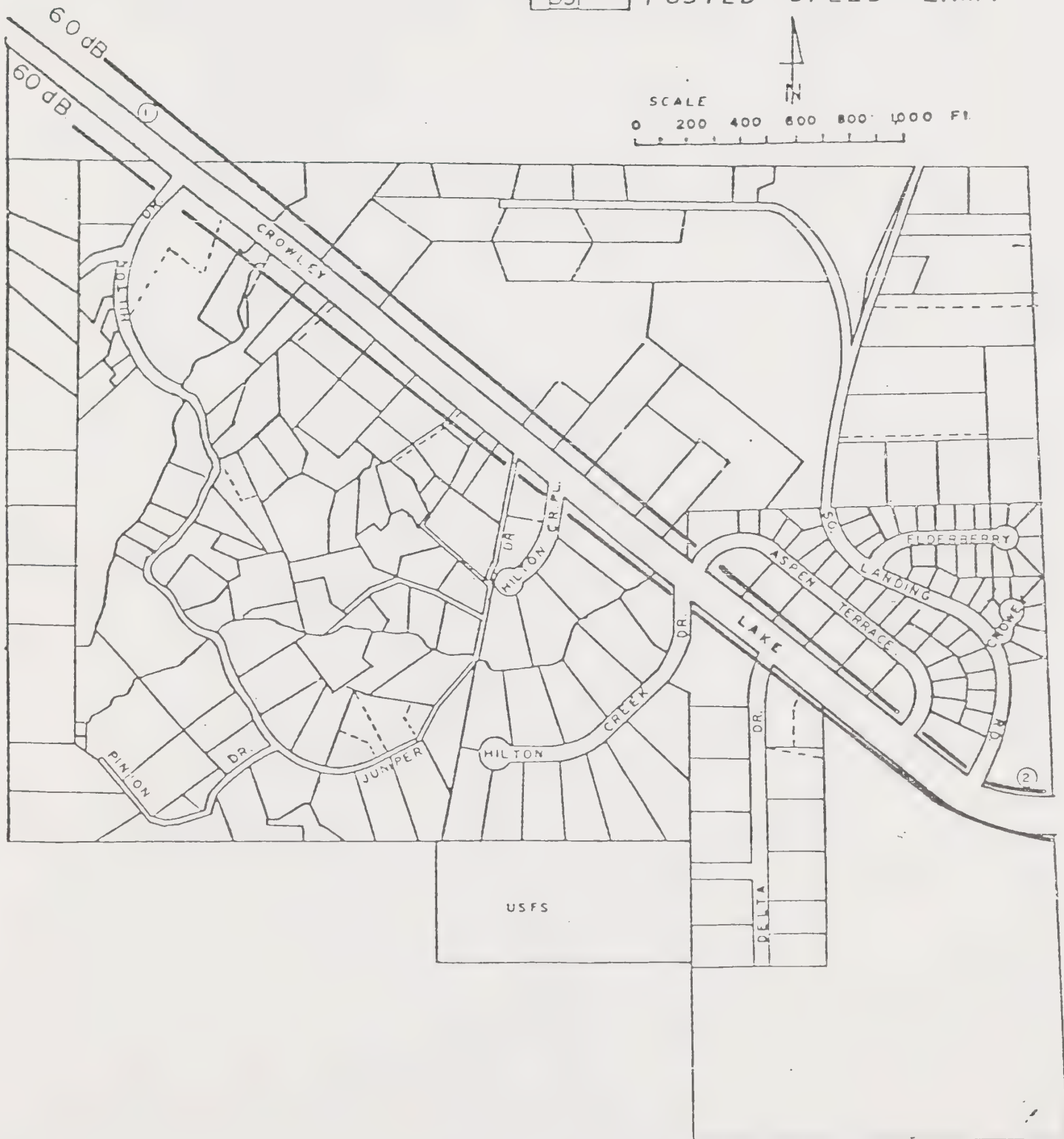
FIG. II HILTON CREEK NOISE CONTOUR

SITE 1		SITE 2	
dB <sup>1</sup>	Fe <sup>2</sup>	dB <sup>1</sup>	Fe <sup>2</sup>
60	115	60	102
62 <sup>3</sup>	45	63 <sup>3</sup>	22

- 1 Ldn. - Decibels  
2 Distance from centerline  
3 Actual Field Reading

## LEGEND:

- [60dB] NOISE CONTOURS  
[①] MONITORING SITE  
[55] POSTED SPEED LIMIT



# NOISE ELEMENT

## MONO COUNTY GENERAL PLAN

### FIG.1m SUNNY SLOPES NOISE CONTOUR

LEGEND:

SITE 1	
dB <sup>1</sup>	FI <sup>2</sup>
57 <sup>3</sup>	15
1	Ldn - Decibels
2	Distance from centerline
3	Actual Field Reading

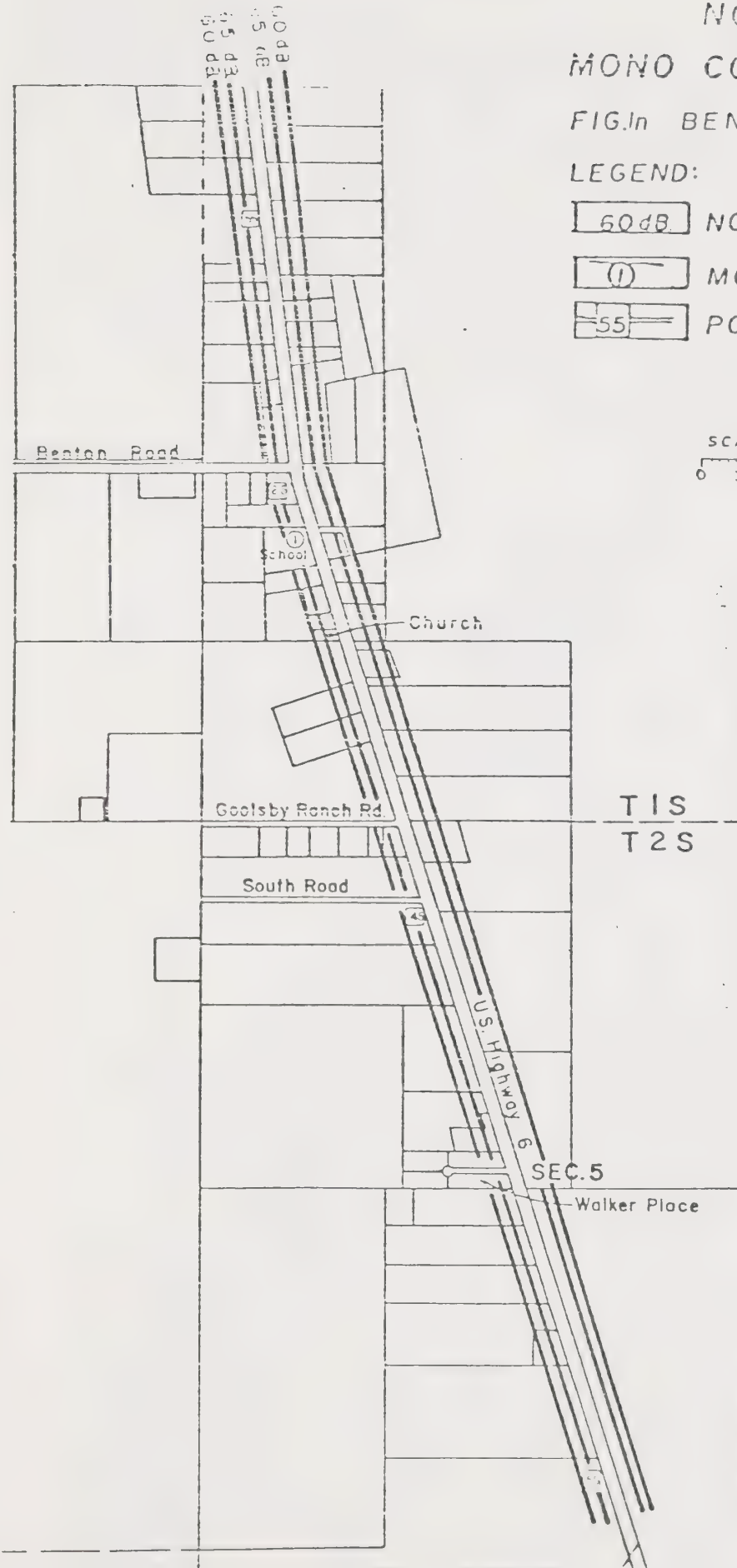
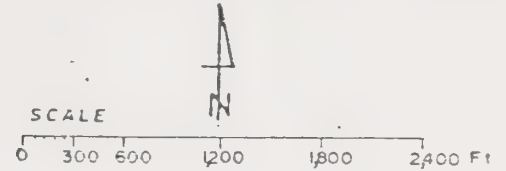
- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG. In BENTON NOISE CONTOUR

LEGEND:

- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



SITE 1	
dB <sup>1</sup>	Ft <sup>2</sup>
60	215
65	140
67.3	70

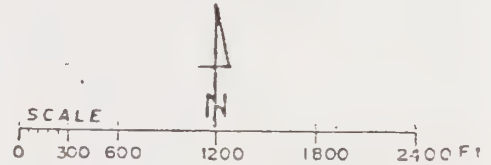
- 1 Ldn.-Decibels
- 2 Distance from centerline
- 3 Actual Field Reading

# NOISE ELEMENT MONO COUNTY GENERAL PLAN

FIG.10 HAMMIL VALLEY NOISE CONTOUR

LEGEND:

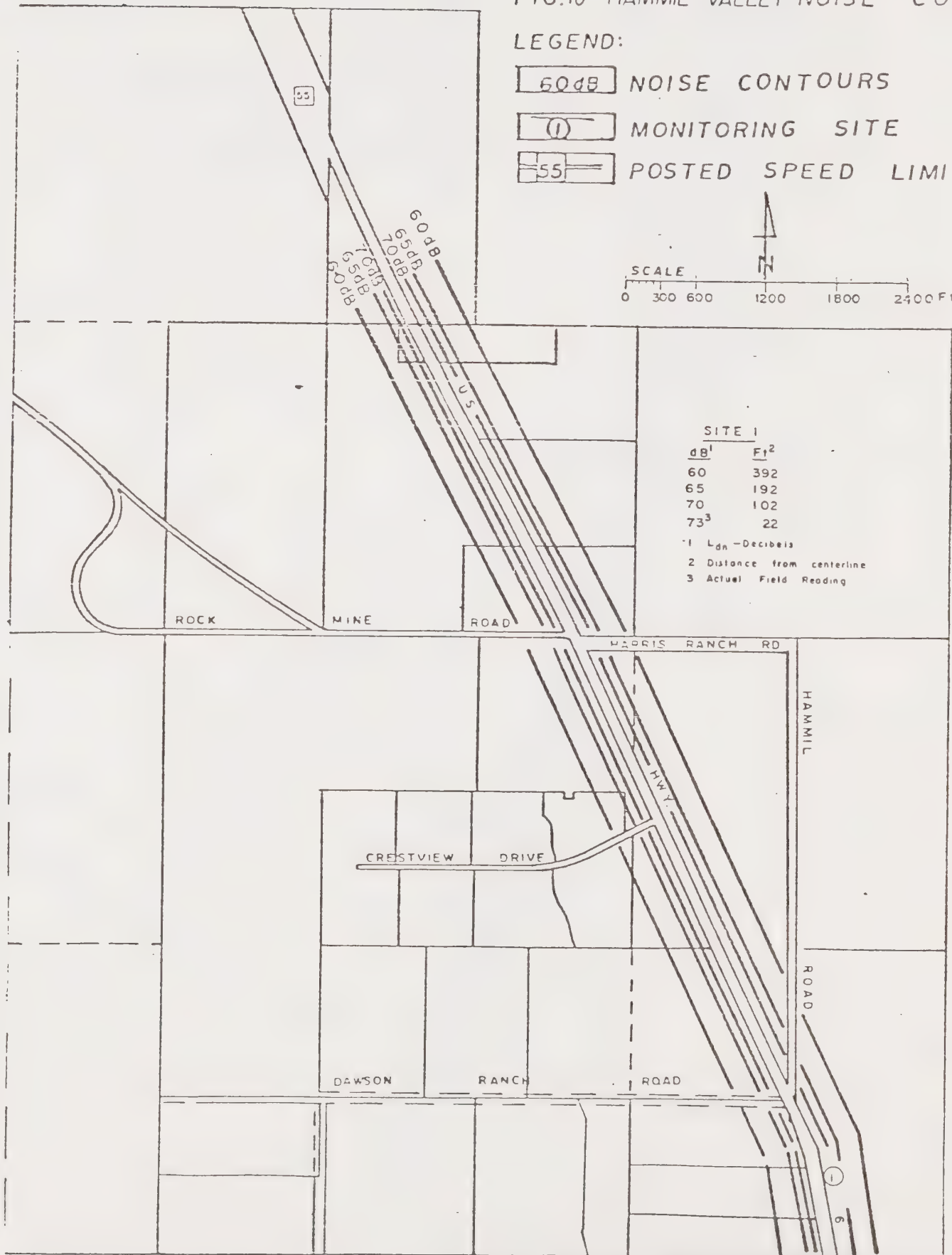
- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT



SITE 1

dB <sup>1</sup>	Ft <sup>2</sup>
60	392
65	192
70	102
73 <sup>3</sup>	22

- <sup>1</sup> Ldn - Decibels
- <sup>2</sup> Distance from centerline
- <sup>3</sup> Actual Field Reading



# NOISE ELEMENT MONO COUNTY GENERAL PLAN FIG.1p CHALFANT VLY. NOISE CONTOUR

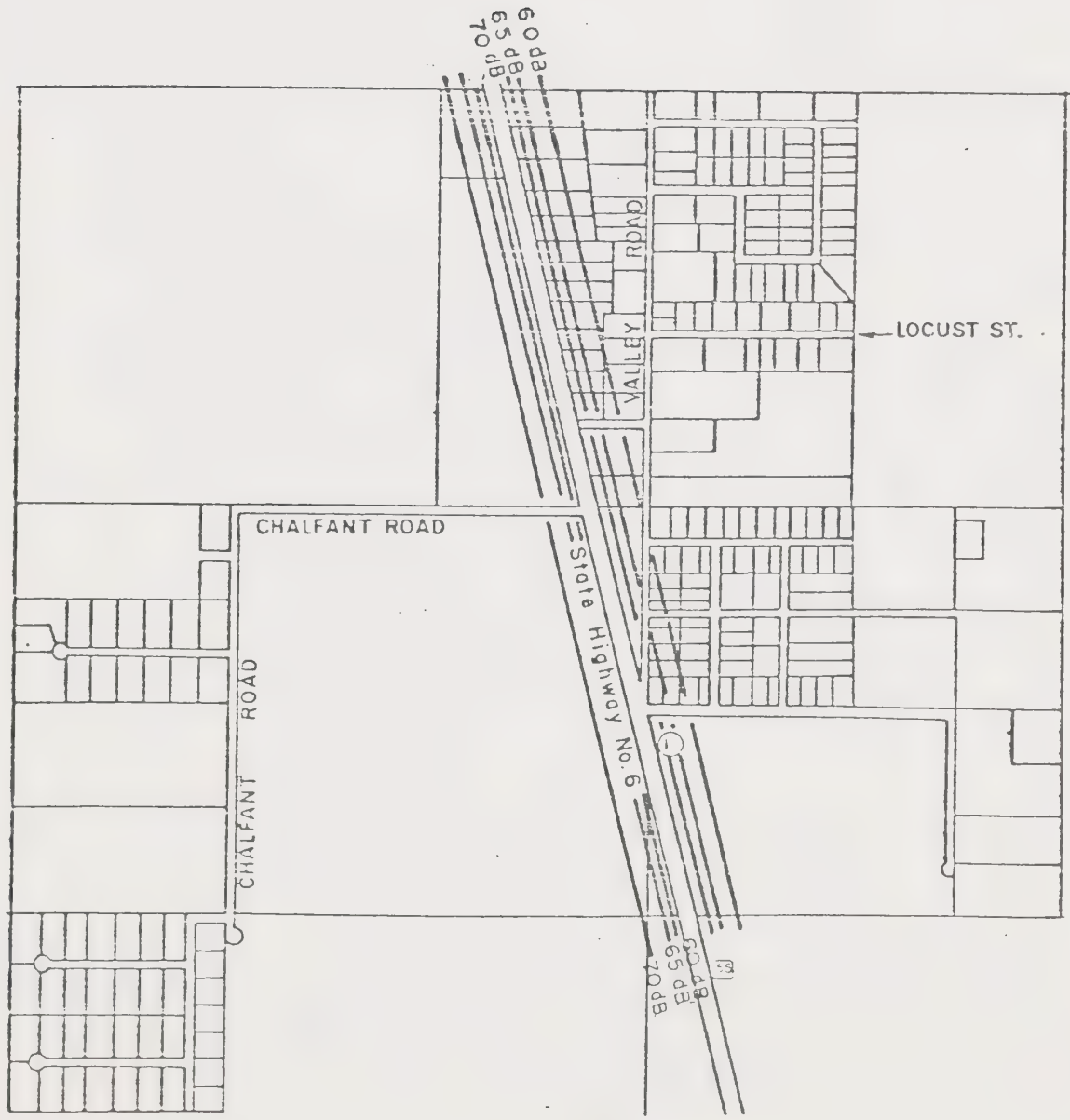
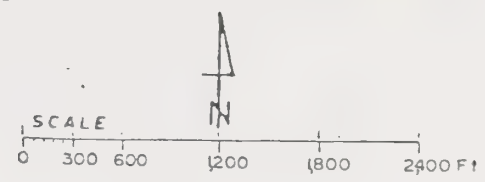
LEGEND:

- 60dB NOISE CONTOURS
- ① MONITORING SITE
- 55 POSTED SPEED LIMIT

**SITE 1**

dB	Feet
60	300
65	155
70	90
75	30

1 Ldn - Decibels  
2 Distance from centerline  
3 Actual Field Reading



SITE 1	
dB <sup>1</sup>	F <sup>1,2</sup>
60	1060
65	555
70	335
75	225
79	135

SITE 3	
dB <sup>1</sup>	F <sup>1,2</sup>
60	195
65	120
67	50

SITE 5	
dB <sup>1</sup>	F <sup>1,2</sup>
60	161
66	38

SITE 4	
dB <sup>1</sup>	F <sup>1,2</sup>
60	90
61	30

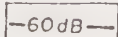
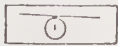
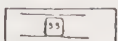
SITE 7	
dB <sup>1</sup>	F <sup>1,2</sup>
57	28

SITE 6	
dB <sup>1</sup>	F <sup>1,2</sup>
59	20

# NOISE ELEMENT MONO COUNTY GENERAL PLAN

FIG.II MAMMOTH LKS. NOISE CONTOURS

## LEGEND:

-  NOISE CONTOURS
-  MONITORING SITE
-  POSTED SPEED LIMIT

SCALE  
0 165 330 660 1320 2640 FT

SITE 2	
dB <sup>1</sup>	F <sup>1,2</sup>
60	135
65	55

SITE 8	
dB <sup>1</sup>	F <sup>1,2</sup>
64	35

SITE 9	
dB <sup>1</sup>	F <sup>1,2</sup>
60	20

- 1. Leg. Distance
- 2. Distance from centerline
- 3. Noise Field Reading

TABLE II

NOISE EXPOSURE INVENTORY  
(# of persons exposed to 60 dB Ldn contour or greater)

	1972 Special Census	1980 Census	1990* D.D.F. Proiec.
.Antelope Valley Total Pop.	718	1187	1633
.Percentage (%) Increase	-	65%	38%
Site #1 - U.S. 395-Tonaz			
Number (#) Exposed	76	125	172
% Increase	-	65%	38%
Site #2 - U.S. 395-Coleville			
# Exposed	56	92	127
% Increase	-	64%	38%
Site #3 - U.S. 395-Walker			
# Exposed	248	410	564
% Increase	-	65%	38%
Site #4 - U.S. 395-Mtn. Gate			
# Exposed	14	23	32
% Increase	-	64%	39%
.Areawide Exposed Pop.	394	650	895
.% of Total Area Pop.	55%	55%	55%
.Bridgenort Valley Total Pop.	632	573	788
.% Increase	-	-9%	38%
Site #1 - Main Street			
# Exposed	112	102	141
% Increase	-	-9%	38%
Site #2 - Hosnital-Kirkwood St.			
# Exposed	13	12	17
% Increase	-	-8%	41%
Site #3 - El. School-Kingsley St.			
# Exposed	93	85	117
% Increase	-	-9%	38%
Site #4 - S.R. 182			
# Exposed	10	9	12
% Increase	-	-10%	33%
.Areawide Exposed Pop.	228	208	287
.% of Total Area Pop.	36%	36%	36%
.Lee Vining/Mono City Total Pop.	373	317	436
.% Increase	-	-16%	38%

Site #1 High School-U.S. 395			
# Exposed	93	78	108
% Increase	-	-16%	38%
Site #2 - El. School - Lee Vining			
# Exposed	51	43	59
% Increase	-	-16%	37%
Areawide Exposed Pop.	144	121	167
% of Total Area Pop.	38%	38%	38%
June Lake Total Pop.	736	802	1104
% Increase	-	9%	38%
Site #1 - Fire Stn. - S.R. 158			
# Exposed	19	21	29
% Increase	-	10%	38%
Site #2 - S.R. 158-June Lake Village			
# Exposed	173	189	260
% Increase	-	9%	38%
Site #3 - S.R. 158-E. Down Canyon			
# Exposed	0	0	0
% Increase	-	-	-
Site #4 - S.R. 158-W. Down Canyon			
# Exposed	0	0	0
% Increase	-	-	-
Areawide Exposed Pop.	192	210	289
% of Total Area Pop.	26%	26%	26%
Mammoth Lakes Total Pop.	2239	4117	5664
% Increase	-	84%	38%
Site #1- Fire Stn. - S.R. 203			
# Exposed	70	129	178
% Increase	-	84%	38%
Site #2-High School - Hosnital			
# Exposed	40	74	102
% Increase	-	85%	38%
Site #3-W. S.R. 203			
# Exposed	87	160	220
% Increase	-	84%	38%
Site #4-Lake Mary Road			
# Exposed	20	37	51
% Increase	-	85%	38%
Site #5-Minareet Road			
# Exposed	60	110	152
% Increase	-	83%	38%
Site #6-S. Forest Trail			
# Exposed	0	0	0
% Increase	-	-	-
Site #7-N. Forest Trail			
# Exposed	0	0	0
% Increase	-	-	-

Site #8-Meridian Blvd.			
# Exposed	0	0	0
% Increase	-	-	-
Site #9-Old Mammoth Road			
# Exposed	0	0	0
% Increase	-	-	-
.Areawide Exposed Pop.	277	510	703
.% of Area Total Pop.	12%	12%	12%
.Long Valley Total Pop.	589	876	1205
.% Increase	-	49%	38%
Site #1-Old U.S. 395-Long Valley			
# Exposed	0	0	0
% Increase	-	-	-
Site #2- Old U.S. 395-McGee			
# Exposed	0	0	0
% Increase	-	-	-
Site #3-Community Center			
# Exposed	12	18	25
% Increase	-	50%	39%
Site #4 - Old U.S. 395-Hilton Creek			
# Exposed	6	9	12
% Increase	-	50%	33%
Site #5 - U.S. 395-Sunny Slopes			
# Exposed	0	0	0
% Increase	-	-	-
.Areawide Exposed Pop.	18	27	37
.% of Area Total Pop.	3%	3%	3%
.Benton/Hammil/Chalfant Total Pop.	547	705	970
.% Increase	-	29%	38%
Site #1 - S.R. 6-Benton			
# Exposed	34	44	61
% Increase	-	29%	38%
Site #2 - S.R. 6-Hammil			
# Exposed	0	0	0
% Increase	-	-	-
Site #3 - S.R. 6-Chalfant			
# Exposed	41	53	73
% Increase	-	29%	38%
.Areawide Exposed Pop.	75	97	134
.% of Area Total Pop.	14%	14%	14%
Countywide Total Pop.	5839	8577	11,800
Countywide Exposed Pop.	1328	1823	2512
% of Countywide Total Pop.	23%	21%	21%

\*Since area breakdowns for 1990 are not available, staff took the Department of Finance projection (11,800) and broke it down by area using 1980 area percentage breakdowns. In addition, block data for 1972 was utilized in conjunction with the 1980 and 1990 percentage increases to estimate site data for 1980 and 1990.

known to vary from 1 to 2 dB and a 1 dB increase in only expected to result in a 2% shift in the number of people highly annoyed due to excessive noise exposure, for the purposes of this Element is it assumed that the 1980-81 contours also represent the 1990 noise environment.

## SECTION IV

### GOALS, POLICIES AND IMPLEMENTATION MEASURES

#### GOAL I

Protect areas within Mono County which have acceptable and/or sensitive noise environments through the development of a noise compatible land use planning process.

##### Policy A

Prohibit the juxtaposition of noise incompatible land uses unless potential noise impacts are adequately mitigated.

##### Implementation Measure I

Mitigate noise impacts through proper site planning techniques.

##### Discussion:

Site planning techniques which may significantly reduce noise impacts include: increasing the setback between the noise source and the noise receiver; using non-noise sensitive land uses (e.g. parking areas) and structures (e.g. storage buildings) to shield noise-sensitive land uses; and orienting windows, doorways and patios of noise-sensitive land uses away from noise sources and vice versa. These noise mitigating techniques are imposed by the Planning Department as part of the environmental review process.

##### Implementation Measure II

Require acoustical analysis for: (1) noise sensitive projects, and residential land divisions proposed and remodeling of structures within the  $L_{dn}/CNEL$  contour of 60dB or more as delineated in this Element; and (2) projects which typically generate an  $L_{dn}/CNEL$  of 60 dB+ for more than 30 minutes during any hour and are being proposed outside of the 60dB  $L_{dn}$  contour or adjacent to a noise sensitive land use (i.e. school, hospital, etc.).

#### Discussion:

The Planning Department shall alert the Building Department that it will be necessary for the applicant to hire a qualified noise consultant to conduct an acoustical analysis which shall include a site specific noise contour map as well as proposed mitigation measures to reduce noise exposure to below 60dB (e.g. insulation, landscaping, base wall etc.). For those projects within the 60-65 dB  $L_{dn}$  a mechanical ventilation system can be installed within impacted units in lieu of an acoustical analysis (i.e. reduce noise levels by 20 dB).

#### Implementation Measure III

Continue to enforce the provisions of: (1) Title 25, California Administrative Code pertaining to noise standards for multiple family dwellings; and (2) Appendix Chapter 35 - Sound Transmission of the Uniform Building Code regarding noise standards for single family dwellings.

#### Discussion:

These provisions which are enforced by the Building Department require that the interior noise levels in residential dwellings do not exceed an annual  $L_{dn}/C_{NEL}$  of 45 dB in any habitable room. This standard can be inexpensively met within the 60-65 dB contour by providing a mechanical ventilation system (summer switch) to be utilized in conjunction with closed windows. The Noise Element contour maps shall be used as a guideline for determining innacted areas.

#### Policy B

Monitor the improvement/deterioration of the County noise environment by updating the Noise Element once every five years.

#### Implementation Measure I

Reassess the frequency and severity of noise complaints.

Discussion:

The Planning Department will consult once again with the local agencies to discuss the number and type of noise complaints they are currently receiving.

Implementation Measure II

Update existing and projected noise contour data.

Discussion:

State Noise Element Guidelines call for an update of this information every five years. The update will be conducted by the Planning Department.

GOAL II

Alleviate the noise complaints received by Mono County Authorities

Policy A

Minimize the impact of existing noise generating land use activities.

Implementation Measure I

Continue to enforce Mono County Ordinance 79-479(see Appendix B) which establishes permitted hours for construction activity.

Discussion:

Ordinance 79-479 is enforced by the Mono County Sheriff's Department Construction and or grading operations "within 500 feet of residential or commercial occupancies... are limited to the hours between 7 A.M. and 8 P.M. daily, with Sunday operations between 9 A.M. and 5 P.M...."

Implementation Measure II

Continue to enforce existing use permit conditions which regulate the permitted hours for other noise generating operations including woodlots.

Discussion:

A noise generating land use activity, such as a woodlot, is required by the Planning Department to obtain a use permit, which impose

conditions of operation and is subject to renewal on a biannual basis.

#### Implementation Measure III

Continue to enforce the provisions of the California Motor Vehicle Code and the Harbors and Navigation Code pertaining to vehicle noise emissions.

#### Discussion:

These code provisions are actively enforced by the Mono County Sheriff's Department and the California Highway Patrol.

#### Implementation Measure IV

Support the designation by BLM of an open off road vehicle area in the Antelope Valley.

#### Discussion:

In order to resolve the off road vehicle noise related nuisance identified by Walker residents, BLM and the County Sheriff's Department have suggested that an open off road vehicle area be established in the Walker vicinity. This area should be situated close enough to the developed portion of Walker to allow ready access, but not so close as to potentially disturb residents.

#### Implementation Measure V:

Support the California Highway Patrol in their efforts to enforce State Vehicle Code provisions addressing excessive noise generated by off road vehicles (O.R.V.'s).

#### Discussion:

Section 38365A of the State Vehicle Code requires that O.R.V.'s must be equipped with a muffler to reduce noise to an acceptable level. Furthermore, Section 38370 defines acceptable noise levels according to the age of the vehicle (i.e. pre - 1973 ninety-two decibels, 1973 and 1974 eighty-eight decibels and post 1974 eighty-six decibels). Should a California Highway Patrolman witness the operation of an O.R.V., which does not comply with these requirements

he will ticket the driver.

#### Implementation Measure VI:

Express concern to the military that the rules and regulations pertaining to military aircraft activity in the vicinity be more strictly enforced.

#### Discussion:

There are several low speed, low level military aircraft corridors which traverse Mono County. Lt. Sharp of the Fallon Naval Air Station informed planning staff that military aircraft operators landing in Fallon are briefed as to the rules and regulations pertaining to these corridors. Lt. Sharp offered to emphasize during these briefings, that Mono County residents should not be exposed to excessive noise generated by military aircraft. He also suggested that the county register a written complaint with the commander of the Lemoore Naval Air Station.

#### Policy B

Provide information concerning the county noise environment to assist the public in the identification and abatement of physically harmful and annoying levels of noise.

#### Implementation Measure I

Circulate the County Noise Element

#### Discussion:

The Draft Element was circulated by the Planning Department.

#### Implementation Measure II

Hold information meetings.

#### Discussion:

Public information meetings were held in the southern, central and northern portions of the county to discuss the Draft Noise Element and Environmental Impact Report by the Planning Department.

Note: Unless otherwise specified (e.g. Goal I, Policy B - update the Noise Element every five years), the policies adopted as part of the Final Mono County Noise Element were either already in effect (i.e. continue to enforce...) or become effective upon adoption of the Element by the Board of Supervisors.

## SECTION V

### CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

State law requires (Government Code Section 65300.5) that "... the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." The goals, policies and implementation measures contained in the Land Use, Circulation, Housing, Open Space and Conservation Elements are most relevant for an analysis of general plan consistency for the Noise Element.

Land use designations and development standards included in the Land Use Element take into account existing and projected noise contours. It is the intent of the Land Use Element to avoid the juxtaposition of noise sources (e.g. airports) and noise sensitive land uses (e.g. schools).

The Mono County circulation system is the major source of noise in the planning area. Hence, the noise factor has been an important consideration in the development of the goals, policies and implementation measures for the Circulation Element.

The Noise Element establishes noise standards for noise sensitive land uses including single and multiple family residences. These standards are reflected in the Housing Element as a factor in the provision of adequate sites for new housing and standards for the housing stock.

As pointed out in the Open Space and Conservation Elements, Mono County is recognized as an outstanding area for both summer and winter outdoor recreation. Since excessive noise can adversely affect the enjoyment of recreational pursuits the Noise Element differentiates

between noisy recreational uses (e.g. snowmobiling, powerboats, etc.) and relatively quiet uses (e.g. cross country skiing, hiking etc.).

## SECTION VI

### REFERENCES

- Buntin, Jim. "Factors Affecting the Reliability of the FHWA Highway Traffic Noise Prediction Model", 1980.
- Butte County Planning Department, Noise Element January 1977.
- California Department of Health Office of Noise Control, Jack W. Swing Estimation of Community Noise Exposure in Terms of Day-Night Average Level Noise Contours. May, 1975.
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- California Department of Health, Office of Noise Control, Model Community Noise Control Ordinance, April, 1977.
- California Department of Transportation, 1979 Annual Daily Traffic and Peak Month Booklets.
- Hathaway, Peter. California Transportation Plan Issue Paper II, Part III Noise, July, 1976.
- IMAGE, Noise Element, June 1976.
- Nevada County Planning Department, Noise Element, March, 1980.
- San Bernardino County Planning Department, Noise Element. September, 1974.
- San Joaquin County Planning Department, Noise Element, Fall, 1978.
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- Wadell Engineering Corporation, Site Selection/Master Plan 1975-1995: Bryant Field, Bridgeport, June, 1977.
- Wadell Engineering Corporation, Site Selection and Master Plan 1975-1995: Mammoth Lakes/June Lake Airport, October 1978.
- Yolo County Planning Department, Noise Element, Summer, 1977.

## SECTION VI

### REFERENCES

- Buntin, Jim. "Factors Affecting the Reliability of the FHWA Highway Traffic Noise Prediction Model", 1980.
- Butte County Planning Department, Noise Element January 1977.
- California Department of Health Office of Noise Control, Jack W. Swing Estimation of Community Noise Exposure in Terms of Day-Night Average Level Noise Contours, May, 1975.
- California Department of Health, Office of Noise Control, Guidelines for the Preparation and Contents of Noise Elements of the General Plan, February, 1976.
- California Department of Health, Office of Noise Control, Model Community Noise Control Ordinance, April, 1977.
- California Department of Transportation, 1979 Annual Daily Traffic and Peak Month Booklets.
- Hathaway, Peter. California Transportation Plan Issue Paper II, Part III Noise, July, 1976.
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- San Joaquin County Planning Department, Noise Element, Fall, 1978.
- Tulare County Planning Department, Noise Element, October 1975.
- Wadell Engineering Corporation, Site Selection/Master Plan 1975-1995: Bryant Field, Bridgeport, June, 1977.
- Wadell Engineering Corporation, Site Selection and Master Plan 1975-1995: Mammoth Lakes/June Lake Airport, October 1978.
- Yolo County Planning Department, Noise Element, Summer, 1977.

## SECTION VII

### PEOPLE AND ORGANIZATIONS CONTACTED

California Department of Health, Office of Noise Control (Berkeley)

Russ DuPree

California Department of Transportation, District 9 (Bishop)

Dan Jacobs, Traffic Division  
Jim Kemp, Environmental Lab  
Dave Oldenburg, Environmental Lab  
Jim Strong, Traffic Division

Eastern Sierra Unified School District

Loni Anderson, Secretary to the Superintendent

Environmental Protection Agency, Noise Technical Assistance Center  
Region IX, Center for a Quiet Environment

Jim Buntin, Director

Mammoth Unified School District

Marvin Heinsohn, Superintendent

Mono County

Animal Control  
Mert Davis, Animal Control Officer

Building Department  
Wayne White, Director of Building Inspections

Health Department  
Bob Barnes, Public Health Assistant

Mono General Hospital (Bridgeport)  
Audean Woolard, Office Manager

Planning Department  
Nancy Tronaas, Zoning Officer

Road Department  
Virginia Holt, Public Works Assistant

Sheriff's Department  
Bud Mann, Undersheriff

Southern Mono Hosnital

Terry Marsolino, Controller and Office Manager

# APPENDIX A

ORDINANCE NO. 74-47H

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF MONO, STATE OF CALIFORNIA, ADDING CHAPTER 12.16 TO THE MONO COUNTY CODE CONCERNING OFFENSES AGAINST HEALTH AND SAFETY

The Board of Supervisors of the County of Mono DOES ORDAIN as follows:

SECTION 1. Chapter 10.16 is added to the Mono County Code to read as follows:

## CHAPTER 10.16

### NOISE REGULATION

#### ARTICLE I GENERAL PROVISIONS

10.16.010	Declaration of Policy
10.16.020	Definitions
10.16.030	Violations: Misdemeanors
10.16.040	Violations: Additional remedies; Injunctions
10.16.050	Severability

#### ARTICLE II GENERAL NOISE REGULATIONS

10.16.060	Class A noise
10.16.070	Class B noise
10.16.080	Class C noise
10.16.090	Class D noise
10.16.100	General noise standards

#### ARTICLE III AMPLIFIED SOUND

10.16.110	Purpose
10.16.120	Registration: Required
10.16.130	Registration: Requirements and duties
10.16.140	Appeals
10.16.150	Fees
10.16.160	Regulations

#### ARTICLE I GENERAL PROVISIONS

Section 10.16.010 Declaration of Policy

It is the policy of Mono County to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. At certain levels, noises are detrimental to the health and welfare of the citizenry and in the public interest shall be systematically proscribed.

## Section 10.16.020 Definitions

As used in this chapter, unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

A. PERSON. "Person" means a person, firm, association, co-partnership, joint venture, corporation, or any entity, public or private in nature;

B. MOTOR VEHICLES. "Motor vehicles" includes, but is not limited to, mini-bikes and go-carts;

C. CLASS A NOISE. "Class A noise" includes noise created by and emanating from equipment operated in the public interest or for emergency or safety purposes. Such equipment includes, but is not limited to, sirens, street sweepers, spray rigs, chipper machines, garbage trucks, or public utility equipment.

D. CLASS B NOISE. "Class B noise" includes noise created or generated within or adjacent to residential property which is necessary and normally associated with residential living. "Class B noise" includes, but is not limited to, noise created by power mowers, chainsaws, trimmers, home appliances, home workshops, vehicle repairs and testing, and home construction projects;

E. CLASS C NOISE. "Class C noise" includes noise created or generated from motorized or mechanical equipment or devices used in sporting, recreational and hobby activities, and includes, but is not limited to, motor-equipped mini-bikes, go-carts, motorcycles operating off public rights-of-way, drag races, model planes and cars, and snowmobiles;

F. CLASS D NOISE. "Class D noise" includes unnecessary, unnatural, or unusual noises or sounds created by means of human voice or animal outcry, or by any other means or methods which are so annoying, or which are so harsh or prolonged as

1 to be injurious to the health, peace and comfort of any  
2 reasonable person of normal sensitiveness residing in the  
3 area;

4 G. SOUND-AMPLIFYING EQUIPMENT. "Sound-amplifying equipment"  
5 means any machine or device for the reproduction or amplifica-  
6 tion of the human voice, music or any other sound, but shall  
7 not include standard automobile radios or other sound-repro-  
8 ducing devices when used or heard only by the occupants of  
9 the vehicle in which installed, nor any warning or alerting  
10 devices on authorized emergency vehicles or horns or other  
11 warning devices on any vehicle used only for traffic safety  
12 purposes.

13 H. SOUND TRUCK. "Sound truck" means any motor vehicle,  
14 or any other vehicle or conveyance regardless of motive power,  
15 whether in motion or stationary, having mounted thereon, at-  
16 tached thereto or carrying any sound-amplifying equipment,  
17 excepting trucks or other vehicles of any public agency or  
18 public utility when in use by such public agency or public  
19 utility;

20 I. COMMERCIAL PURPOSE. "Commercial purpose" means and in-  
21 cludes the use, operation or maintenance of any sound-amplify-  
22 ing equipment for the purpose of advertising any business,  
23 or any goods, or any services, or for the purpose of attract-  
24 ing the attention of the public to, or advertising for, or  
25 soliciting patronage or customers to or for any performance,  
26 show, entertainment, exhibition or event;

27 J. NONCOMMERCIAL PURPOSE. "Noncommercial purpose" means  
28 the use, operation or maintenance of any sound equipment for  
29 other than a "commercial purpose". "Noncommercial purpose"  
30 means and includes, but is not limited to, philanthropic, pol-  
31 itical, patriotic, and charitable purposes.  
32

#### 1 Section 10.16.030 Violations: Misdemeanors

2 Any person violating any of the provisions of this chapter is  
3 guilty of a misdemeanor and upon conviction thereof shall be  
4 fined in an amount not exceeding five hundred dollars (\$500) or  
5 be imprisoned in the county jail for a period not exceeding six  
6 months, or by both such fine and imprisonment. Each day such vio-  
7 lation is committed or permitted to continue constitutes a sep-  
8 arate offense and shall be punishable as such.

#### 9 Section 10.16.040 Violations: Additional remedies: Injunctions

10 As an additional remedy, the operation or maintenance of any de-  
11 vice, instrument, vehicle or machinery in violation of any pro-  
12 vision of this chapter, which operation or maintenance causes  
13 discomfort or annoyance to reasonable persons of normal sensi-  
14 tiveness or which endangers the comfort, repose, health or peace  
15 of residents in the area, shall be deemed, and is declared to be,  
16 a public nuisance and may be subject to abatement summarily by  
17 a restraining order or or injunction issued by a court of com-  
18 petent jurisdiction.

#### 19 Section 10.16.050 Severability

20 If any provision, clause, sentence or paragraph of this chapter,  
21 or the application thereof to any person or circumstances, is held  
22 invalid, such invalidity shall not affect the other provisions or  
23 application of the provisions of this chapter which can be given  
24 effect without the invalid provisions or application and, to this  
25 end, the provisions of this chapter are declared to be severable.  
26

### 27 ARTICLE II. GENERAL NOISE REGULATIONS

#### 28 Section 10.16.060 Class A noise

29 The creation and emission of Class A noise as defined in this  
30 code are specifically exempt from the provisions of this chapter.

#### 31 Section 10.16.070 Class B noise

32 It is unlawful to create and emit Class B noise as defined in

1 this code between the hours of nine p.m. of one day and seven a.m.  
2 of the following day.

3 Section 10.16.080 Class C noise

4 It is unlawful to create and emit Class C noise as defined in this  
5 code between the hours of nine p.m. of one day and seven a.m. of  
6 the following day. The operation of equipment or devices which  
7 create or generate Class C noise shall be performed at sufficient  
8 distances away from residential property so that persons of normal  
9 sensitiveness at such residential locations are not unreasonably  
10 disturbed by the noise of the equipment or devices. The conduct  
11 and operation of any public event, whether commercial or noncom-  
12 mercial in nature, which has been authorized by permit lawfully  
13 issued by the county, are specifically excluded from the restrict-  
14 ions of this section.

15 Section 10.16.090 Class D noise

16 It is unlawful for any person to make or cause, or permit to be  
17 made or caused, upon any public or private property, or upon any  
18 public street, road, lane, alley or thoroughfare, any Class D  
19 noise as defined in this code.

20 Section 10.16.100 General noise standards

21 The standards which shall be considered in determining whether  
22 a violation of the provisions of this code exists shall include,  
23 but shall not be limited to, the following:

- 24 A. The volume and intensity of the noise;
- 25 B. The number of persons affected by the noise;
- 26 C. The volume and intensity of the background noise, if any;
- 27 D. The use and zoning of the area within which the noise
- 28 emanates;
- 29 E. The time of the day or night the noise occurs;
- 30 F. Whether the nature of the noise is usual or unusual;
- 31 G. The proximity of the noise to residential sleeping facil-
- 32 ities;

- 1 H. The density of the inhabitation of the area within which
- 2 the noise emanates;
- 3 I. Whether the origin of the noise is natural or unnatural;
- 4 J. The duration of the noise;
- 5 K. Whether the noise is recurrent, intermittent, or constant;
- 6 L. Whether the noise is produced by a commercial or a non-
- 7 commercial activity.
- 8
- 9

10 ARTICLE III. AMPLIFIED SOUND

11 Section 10.16.110 Purpose

12 The board enacts this legislation for the sole purpose of secur-  
13 ing and promoting the public health, comfort, safety and welfare  
14 for its citizenry. While recognizing that the use of sound-  
15 amplifying equipment is protected by the constitutional rights of  
16 freedom of speech and assembly, the board nevertheless feels ob-  
17 ligated to reasonably regulate the use of sound-amplifying equip-  
18 ment in order to protect the correlative constitutional rights of  
19 the citizens of this community to privacy and freedom from the pub-  
20 lic nuisance of loud and unnecessary noise.

21 Section 10.16.120 Registration: Required

22 It is unlawful for any person, other than personnel of law en-  
23 forcement or governmental agencies, to install, use or operate  
24 within the county a loudspeaker or sound-amplifying equipment in  
25 a fixed or movable position or mounted upon any sound truck for  
26 the purposes of giving instructions, directions, talks, addresses,  
27 or lectures, or transmitting music to any persons or assemblages  
28 of persons in or upon any street, alley, sidewalk, park, place or  
29 public property, without first filing a registration statement and  
30 obtaining approval thereof as set forth in this article, except  
31 that the provisions of this section shall not apply to sound-am-  
32 plification systems installed on church buildings for emission of  
the sound of chimes, bells, carillon or music when used in conjunc-

tion with religious services.

Section 10.16.130 Registration: Requirements and duties

A. Registration Statements: Filing. Every user of sound-amplifying equipment shall file a registration statement with the Sheriff's Department, using a form to be furnished by that office, three days prior to the date on which the sound-amplifying equipment is intended to be used, which statement shall contain the following information:

1. The name, address and telephone number of both the owner and the user of the sound-amplifying equipment;
2. The location at which the sound-amplifying equipment will be placed, and the license registration number if a sound truck is to be used;
3. A description of the purpose for which the sound-amplification equipment will be used, including a statement as to whether the purpose is commercial or non-commercial;
4. The exact dates and hours of the proposed operation;
5. A general description of the sound-amplifying equipment, including power output and the approximate distance for which sound from the equipment will be audible;
6. A statement of public liability insurance coverage, including name of insurance carrier, policy limits and expiration date of policy.

B. Registration Statements: Approval. The sheriff shall return to the applicant within twenty-four hours an approved certified copy of the registration statement unless he finds that:

1. The conditions of the motor vehicle movement are such that in the opinion of the sheriff use of the equipment would constitute a detriment to traffic safety; or,
2. The conditions of pedestrian movement are such that

use of the equipment would constitute a detriment to traffic safety; or

3. The registration statement required reveals that the applicant would violate the provisions set forth in Section 10.16.110 of this Article or any other provisions of this code.

C. Registration Statements: Disapproval. In the event the registration statement is disapproved, the sheriff shall endorse upon the statement his reasons for disapproval and return it within twenty-four hours to the applicant.

Section 10.16.140 Appeals

Any person aggrieved by disapproval of a registration statement may appeal by filing a written notice of appeal with the county clerk within five days of receipt by the applicant of disapproval of the registration statement. The board shall hold a hearing within ten days after the filing of the notice of appeal, at which hearing the applicant and any other interested persons shall have the right to present evidence as to the facts upon which the sheriff based the refusal to issue the requested permit, and any other facts which may aid the board in determining whether this chapter has been violated, whereupon the board may sustain the action of the sheriff in refusing to issue the requested permit or may order that such permit be issued forthwith.

Section 10.16.150 Fees

Prior to the issuance of the registration statement a fee in an amount to be fixed by the board by resolution shall be paid to the county, if the loudspeaker or sound-amplifying equipment is to be used for commercial purposes. No fees shall be required for the operation of a loudspeaker or sound-amplifying equipment for non-commercial purposes.

Section 10.16.160 Regulations

The commercial and noncommercial use of sound-amplifying equip-

shall be subject to the following regulations:

A. The only sounds permitted shall be music or human speech, or both;

B. Hours of operation of sound equipment shall be between eight a.m. and ten p.m. Operation before eight a.m. or after ten p.m. is permitted only at the location of a public event or affair of general public interest or as otherwise permitted by the sound-amplification permit;

C. Sound-amplification systems shall not be operated within three hundred fifty feet of hospitals, schools, churches, courthouses, public libraries or mortuaries when same are in use, unless otherwise permitted by the sound-amplification permit;

D. No operating sound truck shall traverse any one block in the county more than four times in any one calendar day;

E. Amplified human speech and music shall not be unreasonably loud, raucous, jarring or disturbing to persons of normal sensitiveness within the area of audibility, nor louder than permitted in subsections F and G hereof;

F. When the sound truck is in motion the volume of sound shall be controlled so that it will not be audible for a distance in excess of four hundred fifty feet from its source, provided that when the sound truck is stopped by traffic, the sound-amplifying equipment shall not be operated for longer than one minute at such stop;

G. In all cases where sound-amplifying equipment remains at one location or when the sound truck is not in motion, the volume of sound shall not be audible for a distance in excess of three hundred fifty feet from the periphery of the attendant audience, unless otherwise authorized specifically in the sound-amplification permit for public gatherings;

H. No loudspeaker equipment mounted on sound trucks in mo-

tion shall be operated unless the axis of the center of the equipment used shall be parallel to the direction of travel of the sound truck; provided, however, that any sound-reproducing equipment may be so placed upon said sound truck as to not vary more than fifteen degrees either side of the radial; nondirectional type of loudspeakers may be used on said sound trucks either alone or in conjunction with sound-reproducing equipment placed within fifteen degrees of the centerline of the direction of travel.

SECTION 2. PUBLICATION. This Ordinance shall become effective and in full force and effect at 12:01 A.M. on the thirtieth day after its passage, and shall be published once with the names of the members of the Board of Supervisors voting for and against same said publication to be made in a newspaper of general circulation, published in the County of Mono.

PASSED AND ADOPTED by the Board of Supervisors of the County of Mono, State of California, this 14th day of AUGUST, 1979 by the following vote:

AYES: Supervisors Green, Hanson, Sharp, Stanford, Ziglar  
NOES: None  
ABSENT: None

Jean T. Green  
Chairperson, Board of Supervisors  
COUNTY OF MONO

ATTEST: Marjorie E. Peigne  
Secretary to Board

Gayle J. Todd  
Clerk to the Board

## APPENDIX B

ORDINANCE NO. 79-479

AN ORDINANCE OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF MONO, STATE OF CALIFORNIA,  
ADDING CHAPTER 15.06 TO THE MONO COUNTY  
CODE PERTAINING TO CONSTRUCTION SITE REGU-  
LATIONS

The Board of Supervisors of the County of Mono DOES ORDAIN as  
follows:

SECTION 1. There is hereby added to the Mono County Code Chapter  
15.06 which is to read as follows:

### CHAPTER 15.06

#### CONSTRUCTION SITE REGULATIONS

##### Section 15.06.010 Scope

All construction or grading and any work related thereto  
in the unincorporated areas of Mono County shall comply  
with this code and the requirements herein.

##### Section 15.06.020 Hours of Working

If operations under a building permit are within 500 feet  
of residential or commercial occupancies, this work shall  
be limited to the hours between 7:00 A.M. and 8:00 P.M.  
daily, with Sunday operations between 9:00 A.M. and 5:00  
P.M., except that the concrete pouring work be permitted  
during daylight hours of sunrise to sunset.

##### Section 15.06.030 Sanitation Facilities

Unless adequate water closets are otherwise provided, a  
water closet shall be provided when the number of workers on  
a job site is three (3) or more, at all construction sites,  
and shall consist of a patented chemical-type privy approved  
by the local health department. All other requirements shall  
be as per Section 5416 of the Health and Safety Code.

##### Section 15.06.040 Encroachment

All materials encroaching on a county public right-of-way  
without an appropriate permit from the Road Department are  
prohibited.

##### Section 15.06.070 Construction Site Nuisance

Operations on construction sites shall maintain preventive  
controls of blowing dust from construction work, protection  
of drainage diversion from site development, and control  
of erosion from removal of natural vegetation.

#### SECTION 2. PUBLICATION

This ordinance shall become effective and in full force and ef-  
fect at 12:01 A.M. on the thirtieth day after its passage and  
shall be published once with the names of the members of the  
Board of Supervisors voting for and against the same, said pub-  
lication to be made in a newspaper of general circulation, pub-  
lished in the County of Mono.

PASSED AND ADOPTED this 4th day of SEPTEMBER  
1979, by the following vote:

AYES: Supervisors Green, Hanson, Sharp, Stanford, Ziglar

NOES: None

ABSENT: None

*Joan T. Green*  
Chairperson, Board of Supervisors  
COUNTY OF MONO

ATTEST: Marjorie E. Peigne  
Secretary to Board

*Gayle J. Todd*  
Gayle J. Todd  
Clerk to the Board

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